

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 25-26, 1996

The regular session of the Transportation Board meeting convened at 8:10 AM on January 25, in Boise, Idaho at the Transportation Department. The following principals were present:

Chuck Winder, Chairman
 Mike P. Mitchell, Vice Chairman - District 2
 John McHugh, Member - District 1
 Monte C. McClure, Member - District 3
 Leon E. Smith, Jr., Member - District 4
 Neil Miller, Member - District 5
 John X. Combo, Member - District 6
 Sue S. Higgins, Secretary to the Board
 Dwight Bower, Director
 Jim Ross, Chief Engineer
 Steve Parry, Chief Legal Counsel
 Jack Coe, Administrator - Federal Highway Administration

December 11-12, 1995 Board Minutes. Member McHugh made a motion to approve the minutes of the Board meeting held on December 11-12, 1995. Member Miller seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
 February 22-23, 1996 - Boise
 March 14-15, 1996 - Boise
 April 11-12, 1996 - District 2

Consent Calendar. Vice Chairman Mitchell made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves
 TB96-01 the following items on the consent calendar: condemnation of parcels 8, 46, and 58, key 2627; condemnation of parcels 148 and 248, key 3758; Board Policy B-11-03, Transportation Enhancement Program; highway bid, key 2075; quarterly report on legal actions; quarterly report of bad check writers; FY96 out-of-state travel budget versus expenditures; and professional agreements report.

1) Authority to condemn, project NH-F-3111(039), key 2627, parcels 8, 46, and 58, US-95, District 3.

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2) Authority to condemn, project NH-F-3271(052), key 3758, parcels 148 and 248, SH-55, District 3.

3) Board Policy B-11-03, Transportation Enhancement Program. This policy was revised to include a sentence outlining the local agency's responsibility to pay back reimbursed funds in the event a project is dropped from the program.

4) Bid. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bid:

ST-6350(618), key 2075 - Tomcat Hill, near Craters of the Moon, US-93, Butte County, District 6. Low bidder: DeAtley Company, Inc., Lewiston, Idaho - \$1,191,908.00.

5) Summary of legal cases.

6) Quarterly returned check report. The Department received \$16,066,627.37 in checks during the second quarter of FY96. The returned checks equalled \$14,643.30, or .09%. The collection rate was 40%, or \$5,905.08.

7) FY96 out-of-state travel. A report of the first half of FY96 out-of-state travel showing the budgeted versus actual expenditures was reviewed.

8) Professional agreements report. Payments for engineering consultant agreements amounted to \$327,631.72 during December 1995 and general consultant agreements equalled \$139,594.00 for a grand total of \$467,225.72.

Additional Bids. STPG-RRP-7562(100), STPG-RRP-7522(100) and STPG-RRP-3400(100), keys 4640, 4641, and 4644 - O Street, 21st Street, and J Street, Heyburn, Minidoka County, District 4. The low bid was more than ten percent over the engineer's estimate, requiring justification. The estimate was developed by the consultant and reviewed by ITD. Several bid prices were higher than the engineer's estimate, but the major difference was in items 205-A excavation, 205-E borrow, 303-A 3/4 inch aggregate for base, 405-A-7 plantmix pavement class III including additives, 405-I miscellaneous pavement, 615-C curb and gutter type A or C2, and 629-A mobilization. Vice Chairman Mitchell commented on the numerous items with major differences. Chief Engineer (CE) Ross added that the consultant was also hired for signalization aspects too, not just the road work.

The consultant used the statewide average unit prices for these items which were lower than the bids received due to localized conditions. Three of the four bidders are local contractors, so it is not predicted that a lower bid will be achieved by rebidding this project. The Eastern Idaho Railroad portion of the work has already been approved and is scheduled for construction in the spring. Based on this information, the District recommended awarding the contract to the apparent low bidder.

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Vice Chairman Mitchell made a motion to concur with staff's recommendation to award the low bid. Member Combo seconded the motion and it passed unopposed. Low bidder: Kloepper Inc., Paul, Idaho - \$147,702.34.

Member Smith made a motion, seconded by Vice Chairman Mitchell, and passed unanimously, to approve the following bids:

STM-3270(610), key 6079 - Donnelly North, SH-55, Valley County, District 3. Low bidder: Allied Construction, Inc., Boise, Idaho - \$119,709.90.

STM-0003(614), key 5480 - FY96 district-wide brooming, Ada, Adams, Boise, Canyon, Elmore, Idaho, Payette, Valley, and Washington Counties, District 3. Low bidder: Eterna-Line Corp. of Idaho, Boise, Idaho - \$79,905.00.

UST-33000 and UST-32100, keys 4951 and 6171 - underground storage tanks at Idaho City and Emmett, Boise and Gem Counties, District 3. Low bidder: Dale's Service, Inc., Boise, Idaho - \$62,997.00.

STPG-RRS-3802(100), key 4803 - Sailor Creek Road, West of Glenns Ferry, Elmore County, District 3. Low bidder: Western Construction, Inc., Boise, Idaho - \$222,115.15.

UST-41000, UST-41500, and UST-43000, keys 6162, 4935, and 4919 - underground storage tanks at Shoshone, Jerome, and Bliss; Lincoln, Jerome, and Gooding Counties; District 4. Low bidder: Walton, Inc., Heyburn, Idaho - \$45,750.00.

The low bid on ST-5733(601), key 5645 - Scarcello, Twin Lakes, and Seasons Roads, SH-41, Kootenai County, District 1, was more than ten percent under the engineer's estimate. Member McClure expressed concern with low bids. He questioned if the low bidder is reputable and if the company has worked for the Department previously. This contractor has done satisfactory work for ITD before.

The engineer's estimate was based on historical bid prices for illumination projects in the district. No other factors were anticipated at the time the estimate was prepared. Increased competition among electrical contractors in the area is the most probable reason for the low bid received.

Member McClure made a motion, seconded by Member McHugh, and passed unopposed, to concur with staff's recommendation to award the low bid on key 5645. Low bidder: Thorco, Inc., Coeur d'Alene, Idaho - \$46,584.00.

Member Miller asked for additional information on BLDG-31003, key 5626 - District 3 sign shop addition, Ada County, District 3. Chief of Highway Operations Monte Fiala said this

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project is an addition to an existing building, which is usually more expensive. There are environmental concerns and proper ventilation to consider.

Member McHugh made a motion, seconded by Vice Chairman Mitchell, to approve the bid for key 5626. The motion carried 5-0. Member McClure stated he has a conflict of interest and refrained from voting. Low bidder: Hasegawa and Associates, Inc., Boise, Idaho - \$388,500.00.

Regarding project STP-NH-6420(101), key 5405 - Cinder Butte to Shelley New Sweden Road, Idaho Falls, US-20, Bonneville County, District 6, Member Combo stated the concerns of an affected property owner. At the public hearing, a comment was made that the Department purchases more right-of-way than necessary. CE Ross added that the property owner would like the road moved further north. This change would interfere with a canal, making the pastureland on the south side the better location.

Member Combo discussed this project with the Bonneville Metropolitan Planning Organization director last week. The director stated this project is a priority with the organization because of safety concerns.

Member Combo made a motion, seconded by Vice Chairman Mitchell, and passed unanimously, to approve the low bid. Low bidder: Steelman-Duff, Inc., Clarkston, Washington - \$2,573,016.25.

Board Items. Member Smith made a motion affirming the Board's letter of October 17, 1995, as the department's position, (which is shown in Exhibit 150) and that the letter be distributed at the joint House and Senate Transportation Committee meeting on January 30. Member McClure seconded the motion, which passed unopposed.

Member Smith made a motion to approve the following resolution:

WHEREAS, federal authorization for distribution of funds is approximately \$17 million less than anticipated; and

WHEREAS, the Interim Committee has recommended a four cent increase in gasoline tax and a minor increase in registration fees, to be split 50/50 with local roads, which results in an estimated \$15 million in state funds; and

WHEREAS, we have certified our need to address the backlog and current problems with bridges at \$32.8 million per year; and

WHEREAS, the Interim Committee's recommendation to the legislature is an insignificant amount to solve our problems; and

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WHEREAS, it appears the legislation considering fuel tax and registration fee increases is conclusive in their minds and will not be further addressed next year.

NOW THEREFORE BE IT RESOLVED, if the legislature does not intend to address this issue next year for further increases, we ask that the Interim Committee drop this year's efforts for fuel tax and registration fee increases so that we can bring back the issue next year to address the real needs.

Member McClure seconded the motion. He questioned the feasibility of receiving additional revenue next year if the fuel tax and registration fee is increased this year, and concurred with the motion to pursue the full revenue needed to address the backlog next year.

Vice Chairman Mitchell believes there is stronger support for a partial increase rather than the full increase required to meet the needs. Chairman Winder believes this motion would put the Interim Committee process in jeopardy, along with the relationship that has been established with the Board and Department. He added that additional revenue is needed now, even if it is a partial amount of the needs.

The motion failed on a two to four vote.

Member Smith made a motion to approve the following resolution:

WHEREAS the legislative members of the Interim Committee have made a formal request from this Department to reduce 100 full time equivalent (FTE) positions over the course of the next three years; and

WHEREAS, we, as a Board, have considered this with staff's input; and

WHEREAS, we concur that Department down-sizing is appropriate if:

1. essential services are not diminished, and
2. it is cost effective to tax payers.

NOW THEREFORE BE IT RESOLVED, that the Department will continue studying this issue, and we will attempt to reduce our FTEs by 100 over a course of three years:

1. by privatization where economically feasible,
2. through attrition as a primary course,
3. that it applies to all levels of the Department, and
4. let it be known that it may reduce non-essential services in some areas.

Member Combo seconded the motion. Chairman Winder believes this motion is a positive step and that it clarifies the Board's position. He questioned the timing of the motion because the Interim Committee's final report has not been completed. The motion failed on a two to four vote.

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Vice Chairman Mitchell made a motion, seconded by Member Miller, to support the efforts of the Interim Committee and the Committee's recommendation to increase revenue. Vice Chairman Mitchell recognized the time and efforts of the Committee to learn about and understand transportation issues. He added that next year the revenue issue can be revisited because the proposed increase is insufficient to address the needs. The motion passed unopposed.

Delegation - George Katseanes, Bingham County Commissioner. Commissioner Katseanes thanked the Board members for the opportunity to address them. Two years ago the Bingham County Commissioners proposed legislation changing the distribution formula for the counties. Because the needs study had not been completed, they decided to hold the legislation. Last year the legislation was proposed but was withdrawn due to changes. This proposal would change the distribution pertaining to rural roads so that the funds would be distributed to rural roads only, not cities. Currently the formula distributes money to the cities based on population. This proposal would be for new revenue and would not change the current formula. Commissioner Katseanes said any support the Board could provide would be appreciated.

Member Combo made a motion, seconded by Member Miller, to direct staff to look into the proposals and determine any ramifications it may have. Because the proposed change to the distribution formula would not affect the state's portion, Member McHugh said the issue is not a concern of the Board. Member Smith concurred and added that ITD should not get involved in this local issue. Because the Department works with the local entities, Vice Chairman Mitchell believes we need to provide information and assistance to the local entities when possible. The motion passed on a four to two vote.

Financial Status Report Deputy Director Keith Bumsted provided a brief overview of the departmental financial position with respect to the annual appropriation provided by the legislature. Summary statements indicating revenues, expenditures and encumbrances, and the cash flow within each of the three major funds of the Department for the period July through December 1995 were reviewed. The financial status report will be provided on a monthly basis.

Counties' Proposal to Change Distribution Formula, Revisited. Member McClure made a motion to reconsider the earlier vote directing staff to look into the proposal to change the distribution formula for the locals and determine any ramifications the change may have. Member Smith seconded the motion and it passed unanimously. Since the original vote, Member McClure learned that the Local Highway Technical Assistance Council (LHTAC) has information on this issue, and he sees no need for the Department to study the matter. Because of the three to three vote, Chairman Winder cast the deciding vote. Chairman Winder would like staff to present this data to the Board members so they can be more informed on this issue. The motion carried four to three.

Tour of Facilities. The Board members toured the bureau of Information Systems and the office of Budget, Policy, and Intergovernmental Relations. The members were briefed on the offices' responsibilities and visited with the employees.

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The meeting recessed at 12 noon while Members Combo, McClure, and McHugh attended their Senate confirmation hearings. The meeting reconvened at 2:30 p.m.

Airport Layout Plan Program. Several years ago the Northwest Mountain Region of the Federal Aviation Administration (FAA) instituted a program of issuing grants to states to accomplish airport layout plans (ALP) with narrative reports for several airports under a single grant. Four municipal airports are now in need of an updated plan and have filed ALP project pre-applications with the FAA which constitutes those municipalities' written intent to proceed. Aeronautics Administrator Jim Conder requested approval of the proposed General Aviation Airport Layout Plan Program, use of consulting services to accomplish the proposed FY96 project, and a grant agreement with the FAA to cover 90% of the cost.

Vice Chairman Mitchell made a motion, seconded by Member McHugh, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the municipal owners of the Buhl Municipal, Council Municipal,
TB96-02 Teton Peaks/Driggs Municipal, and Jerome County airports have filed project pre-applications with the FAA which constitutes written intention to proceed; and

WHEREAS, owing to the age of existing airport layout plans or changed conditions at each of these airports; and

WHEREAS, a current airport layout plan is an FAA requisite to receive an airport construction grant.

NOW THEREFORE BE IT RESOLVED, that the Transportation Department, Division of Aeronautics, be given authority to enter into a grant agreement with the FAA in the amount of \$126,000 for the purpose of developing airport layout plans for the airports; and

BE IT FURTHER RESOLVED, that the Division be given authority to contract for consulting services to accomplish this planning.

AA Conder also summarized the recently-completed report on the state aeronautics programs, focusing on the operation of state aircraft. The report was prepared in response to questions posed by the Joint Legislative Oversight Committee.

Building Rent Charged to other State Agencies. The Department of Law Enforcement, Idaho State Police, pays \$2.50 per occupied square foot and the Department of Administration, Bureau of Communications pays \$1.44 per occupied square foot for the non-Boise buildings and a flat rate of \$19,700 for the Boise building and fenced compound for the use of our buildings. The rental fee includes building maintenance, utilities, building insurance, access to conference rooms and other common areas in the ITD buildings, and access to the grounds. The rental fee is

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intended to recoup costs, not make a profit. Historically, the district offices have benefited from having the State Police offices located on our property for security reasons.

Comparison of Crack and Seat Versus Total Reconstruction. District 3 Engineer LeRoy Meyer gave a presentation on the crack and seat and total reconstruction processes. Benefits to the crack and seat method include approximately 38% less than full reconstruction on a cost comparison basis, and both lanes of the interstate can be constructed in one construction year. The full reconstruction method has benefits of maintaining the existing grade and recycling concrete back into the new concrete pavement.

Evaluation of Speed Limit Increases. The repeal of the national maximum speed limit, effective December 8, 1995, gives the Board the authority under Idaho Code to set speed limits up to a maximum of 65 miles per hour on all routes on the state highway system. Establishment of the appropriate speed limit must be based on an engineering and traffic investigation.

District offices have conducted preliminary reviews of pre-1974 speed zones together with data from permanent speed monitoring stations to determine those roadway sections where speed limit increases would most likely be justified. Specific recommendations will be presented to the Board after the legislature has established a new state maximum speed limit.

Safety needs to be the major consideration, according to the Board members. They will rely on the engineers' evaluations on the design of the routes and traffic investigations for appropriate speed limits.

Information on Other Agencies' Experiences with Privatized Maintenance. Assistant Maintenance Engineer Bryon Breen summarized the experiences of other agencies with privatization of maintenance activities. When British Columbia's maintenance activities were privatized in 1988, all of its equipment was transferred to the control or ownership of the contractors. The employees were also reconstituted to the contractors. The costs increased by \$19 million per year, but there is no consensus on comparable service levels. Member McClure asked staff to find out what caused the yearly increases.

Massachusetts started its privatization with one county in 1992. After the first year, a review found the service had improved and the state saved \$2.5 million. The privatization was expanded to seven counties in 1993 and will go statewide this year. Member Miller asked for comparisons on Massachusetts and Idaho, such as size and miles. Iowa developed six general contracts around the state in 1983 and concluded that general contract concept was not cost effective at that time.

For 1993 and 1994 the city of Shoshone privatized its engineering, management, and maintenance services. The costs increased approximately 36 percent, the employees expressed dissatisfaction, and the contract was terminated after the first year.

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ITD currently contracts maintenance activities for aggregate and sand stockpiles, sealcoat and in-place-recycling, highway materials, rest area maintenance, sweeping/dust abatement, and miscellaneous activities such as slide removal. Consideration is being given to contract pavement striping, vegetation control, and maintenance overlays.

Annual Safety Rest Area Status Report and Updated Planning Map. In accordance with Board Policy B-05-14, Safety Rest Areas, Maintenance Engineer Clayton Sullivan presented the updated rest area planning map for Board approval. An overview of the Department's rest areas was also presented.

Rick Just with the Department of Parks and Recreation and Roberta Rene with the Department of Commerce, were present. In 1992 these agencies, along with the US Forest Service, the Bureau of Land Management, and the Department of Fish and Game provided input and participation in a study to review justification and criteria for the rest area program on state highways. Mr. Sullivan reported on recent developments with the state of Montana and the Forest Service for partnerships on rest areas. Preliminary work has begun on joint rest areas at Lolo Pass, US-12, and Lost Trail Pass, US-93. The Departments of Commerce and Parks and Recreation are currently partners with ITD on three rest areas.

Vice Chairman Mitchell made a motion directing staff to continue pursuing rest area partnerships and to report recommendations back to the Board. Member Miller seconded the motion and it passed unopposed. Chairman Winder asked staff for a presentation on the proposed Malad Gorge Rest Area.

Vice Chairman Mitchell made a motion, seconded by Member Combo, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, Board Policy B-05-14, Safety Rest Areas, requires the Chief
TB96-03 Engineer to prepare and submit annually an updated rest area planning map, along
with a brief status report, to the Board for review and approval; and

WHEREAS, additional roadside rest areas are needed on the state highway system to adequately serve motorists; and

WHEREAS, the cost of constructing and operating rest areas is significant while limited funding is available for new rest areas, considering the backlog of highway improvement and maintenance needs; and

WHEREAS, opportunities are arising for joint development and operation of rest areas with other agencies which could reduce the cost impact of new rest areas on highway funding; and

WHEREAS, commercial activities in rest areas, in particular, those rest areas with visitor information centers, could help reduce costs of rest area operations.

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NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the updated rest area planning map dated January 1996, and the rest area status report; and

BE IT FURTHER RESOLVED, that ITD staff should actively pursue partnering when opportunities allow with other agencies in the development and implementation of new rest areas identified on the rest area planning map with costs shared on an equitable, if not equal, basis between all partners and that such partnering projects shall be presented to the Board annually for consideration along with proposals for all other capital improvement projects; and

BE IT FURTHER RESOLVED, that ITD staff is directed to explore means of acceptable and appropriate commercial activities in rest areas which would complement motorist services and offset rest area operational costs to the state.

Presentation - Contract Administration Section. Assistant Construction Engineer Don Morse provided a brief history of the Contract Administration Section and its responsibilities. He explained the contractor prequalification process and recommended that the Department retain its present policy of utilization of prequalification only in the cases of highly specialized projects because of the duplicative efforts of the three methods of determining contractor qualifications, and the additional resources that would be needed to add the third layer. Information was also provided on responsible bidder, and factors that influence contractors' bids, which include items such as the quality of the contract documents, environmental requirements, materials source, completion time, season, risk sharing, site conditions, and the location of the project. Due to time constraints the rest of the presentation was delayed until next month.

Extension of Wilbur Avenue to US-95, District 1. In 1992 the Transportation Board approved the extension of Wilbur Avenue in Coeur d'Alene to US-95. Hecla Mining Company, the property owner, agreed to pay \$250,000 as the increased value of the property with access to US-95. Hecla also agreed to pay the cost of signal installation and intersection improvements, estimated at \$354,000. The intersection conforms with Coeur d'Alene's comprehensive plan and the city has agreed to accept Wilbur Avenue as a city street. The proposed signalized intersection is one quarter of a mile in each direction from the closest signalized intersection.

The District negotiated an access agreement with the property owners, however, the agreement was never signed by the Department. The agreement provides that if the \$250,000 payment is not made within three years, ITD can require a new appraisal. Since the previous Board decision three years ago, traffic congestion has increased on US-95 in Coeur d'Alene. Because the new intersection will increase congestion, staff recommends closing Aqua Street, which is approximately one quarter of a mile north of the proposed intersection.

Because of recent discussions Member McHugh had with District 1 Engineer Tom Baker on this project, he suggested allowing right turns on and off of US-95 at Aqua Street instead of

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closing the intersection completely. CE Ross concurred with the recommendation. Director Bower believes the public should be given an opportunity to comment on this proposal.

Member Combo mentioned Member McHugh's letter to the cities of Coeur d'Alene and Hayden and the Lakes Highway District of October 23, 1995. According to the letter, Member McHugh personally feels that left turns and cross traffic should not be allowed at any of the unsignalled intersections on US-95 in the north Coeur d'Alene and Hayden areas. He also stated that local elected officials and the newly-formed Kootenai County Area Transportation Team should provide input and agree on a long-range plan.

Member Combo made a motion, seconded by Member Smith, and passed unanimously, to approve the following resolution:

RES. N O. *NOW THEREFORE BE IT RESOLVED*, that the sense of the Transportation Board is that Member McHugh's letter of October 23, 1995 to the three entities of the city of Coeur d'Alene, the city of Hayden, and the Lakes Highway District, as shown in Exhibit 154, which is made a part hereof with like effect, is also the view of this Board, and if Member McHugh continues discussions with the local officials regarding traffic on US-95, that he has the backing of the Board.

The Board asked the Chief Engineer to revise the resolution on the Wilbur Avenue extension request to incorporate public input on the proposed changes and bring this item back to the Board. (See later minute entry.)

WHEREUPON the Board meeting recessed at 5:25 PM.

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The Transportation Board meeting reconvened at 8:05 AM at the Transportation Department in Boise on Friday, January 26, 1996. Vice Chairman Mitchell presided over the meeting until 8:10 when Chairman Winder arrived. All other members were present.

Director's Report. Budget, Policy, and Intergovernmental Relations Manager Mary Detmar provided an update on legislative issues.

Member Smith made a motion to recommend to the Interim Committee and the legislature that distribution of all highway funds, including gas tax increases and registration fee increases, be distributed in accordance with the current Highway Distribution Account formula. The motion was seconded by Vice Chairman Mitchell, and passed unanimously.

At the request of House Transportation and Defense Committee Chairman Wood, Vice Chairman Mitchell made a motion to prioritize the proposed legislation regarding revenue that

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affects ITD as: 1) fuel tax increase of 4 cents per gallon effective 5/1/96; 2) increase in registration fees effective 1/1/97; 3) creation of public transportation fund funded from an increase of \$2 on title transactions; and 4) a \$2 increase in license plate fees. Member Smith seconded the motion and it passed unopposed.

Director Bower reviewed the agenda for the joint germane committee meeting on January 30. A briefing on the legislative recommendations and the status of action items for the Department will be presented.

Chief Legal Counsel Steve Parry reviewed two legislative acts. One would allow the Department to exchange surplus real property for real property needed for highway rights-of-way, and the other would exempt the Department from licensure when appraising property that has a fair market value of \$10,000 or less. Member Miller made a motion, seconded by Member McHugh, to support the proposals. The motion passed unopposed.

Presentation - Consultant Administration Procedures and Quality Team. The function of the Consultant Administration Unit and the consultant administration procedures were outlined by Consultant Administration Engineer Jim Porter. Negotiations on the scope of work and man-day estimates are not started until the consultant has been selected. If an agreement cannot be reached, staff dismisses the selected consultant and starts negotiating with the next consultant. Member Smith asked if a second consultant could be kept in the loop during negotiations to keep negotiations more competitive. Because the Department follows the Federal Acquisition Regulations, part of the CFR, this would have to be considered carefully. Member McClure asked if short-listing consultants has been considered. This has not been done, but staff will determine the feasibility of both of these suggestions.

Mr. Porter also reported on procedures that other states are using, such as term agreements, task agreements, and keeping consultants on retainer. Most of the states indicated problems handling supplemental agreements and expressed interest in ITD's consultant administration quality team.

The goals of the quality team include utilizing more two-stage agreements, milestones, and incentive/disincentive clauses; clearly defining the agreement administrator; maximizing communication; and providing training to the local agencies. Some of these goals are already being implemented.

The Board thanked Mr. Porter for the presentation. Staff is to continue improving the process and keep the Board informed on improvements.

Transportation Enhancement Program FY-99 Projects. Staff asked for guidance on soliciting enhancement projects for FY99. ISTEA expires at the end of FY97 and it is uncertain whether this program will continue in the next act. In FY98 all enhancement funds will be used for the Malad Gorge Rest Area project. Because of these factors, plus the probability of 12 FY96

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projects being delayed, an option is to place the FY96 delayed enhancement projects in FY99 and not solicit for new projects this year. This would take an exception to the Board Policy which states that projects not made ready in the contract year will be dropped from the program rather than delayed. Sponsors have the option to reapply their project in the Enhancement Program during the next programming cycle.

If the delayed FY96 projects are placed in FY99 and the Malad Gorge project exceeds the programmed amount in FY98, Member Smith expressed concern that no funds would be available in FY99 to complete the rest area. Because Chairman Winder asked for a presentation on the Malad Gorge project at next month's meeting, the consensus of the Board was to revisit the issue of delayed FY96 enhancement projects at that time, after the cost projections for the rest area are known.

Member Combo made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, Board Policy B-11-03 provides for the submission of new
TB96-05 enhancement projects through a statewide application process in January of each year; and

WHEREAS, ISTEA expires at the end of FY97 and the future of the Enhancement Program is uncertain.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves not soliciting for new FY99 projects.

Highway Development Program Supplement 96-3. There are several proposed project advances and delays which result from the districts' analysis of individual project priorities and anticipated readiness. The changes are being considered to take full advantage of the FY96 construction season. Such changes are normally considered only when they affect the current contract schedule, otherwise, they are typically considered during the annual update of the Highway Development Program in September.

Member McHugh made a motion, seconded by Member McClure, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
TB96-06 accomplish a current, realistic and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available federal and state highway funding; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a three year period be

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provided in a Statewide Transportation Improvement Program; and

WHEREAS, the proposed changes to the FY 1996-2000 Highway Development Program in Supplement 96-3 do not increase the funding required for the Program.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY 1996-2000 Highway Development Program itemized and explained in Highway Development Program Supplement 96-3, as shown in Exhibit 155, which is made a part hereof with like effect.

BE IT FURTHER RESOLVED, that Department staff is authorized to make the appropriate changes to the FY 1996-1998 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

Approval Process for Highway Safety Funds. Annually the Office of Highway Safety (OHS) prepares the Highway Safety Plan, which outlines the activities and spending plan for the highway safety grant program, for Board approval. Beginning with FY97, OHS will modify its review and approval process so that approval for highway safety grant activities will be included as part of the State Transportation Improvement Plan approval process.

Management Initiatives. Staff has been evaluating over 40 areas to determine if changes could be made to be more efficient. A review of the Print Shop operations indicated that the ITD Print Shop can produce an 8 1/2 x 11 impression for about half the cost of a commercial printer. Chief of Administration Dick Transtrum added that the Print Shop will be pursuing re-engineering efforts that will result in operation savings, by utilizing technology and improving the equipment used. He also reported that the Word Processing Center will be downsized soon and eventually absorbed into other areas of the Department.

Currently the Department has three grant programs, for airports, public transportation, and highway safety. Upon review of the three areas to ascertain if they could be combined, it was determined to maintain the current system of grants management. Because a contract program to privatize the maintenance of aircraft would result in less flexibility and more down time, resulting in loss of availability, AA Conder recommended retaining the aircraft mechanic and continuing to do scheduled and unscheduled maintenance on the aircraft pool. He also said privatizing state-owned airport maintenance functions was reviewed and determined not feasible. Maintenance functions are currently performed by a combination of state, contractor, temporary, and volunteer forces. Privatization would result in dramatic cost increases due to contractor mobilization to extremely remote areas, increased costs associated with workers' compensations and/or other benefits, and the fact that in most cases a contractor could not afford to maintain more than one or two airports due to their geographical location. An increased administrative burden would also be placed on the Department in monitoring the numerous small contracts.

The data collection for the profiler, video log, and surface distress programs are presently

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conducted as separate activities utilizing different crews and equipment. Transportation Planning Administrator (TPA) Ray Mickelson said the Divisions of Highways and Planning studied the possibility of improving data collection by combining equipment and crews for the three activities. Although new equipment was required to combine the three activities, a decision unit was approved in FY94 for the purchase of a data collection vehicle, which combines the profiler, video log and surface distress data collection programs, improving efficiency.

The Division of Public Transportation evaluated the vehicle procurement process for subgrantees, which historically had been done by ITD. It was determined that transit subgrantees should purchase their own vehicles, which not only saves the Division time and improves the efficiency of procurement for the subgrantees, but also results in cost savings to the Department's Procurement and Materials Management Section and the State Purchasing Division.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 11:50 AM, Member Smith made a motion, seconded by Member McHugh, to meet in executive session to discuss legal issues. The motion passed unanimously.

The Board came out of executive session at 1:10 PM. No decisions were made.

Review of Motor Vehicle Efficiency Measure. Division Administrator Moe Detmar reported on the evaluation of the motor carrier audit function. When the weight-distance tax was enacted in 1951, it was monitored strictly on the honor system. In 1980, legislation requiring state administered motor vehicle audits was passed. Since that time, a change in cultural climate has had a negative influence on the auditing function and claims that if the weight-distance tax is repealed, the audit function would be eliminated. This is incorrect, however, as a repeal would result in a concentration of efforts on state audits of the International Registration Plan accounts rather than national weight distance accounts.

The feasibility of re-engineering this function by combining the motor carrier audit function with internal review audit functions within the Department was reviewed, however the final report has not been completed at this time. Privatization was found to be cost prohibitive. Downsizing was considered, but it was determined to reserve this decision until it is known if the weight distance tax process will be repealed by the legislature.

Review of Weight Distance Proposal. Per legislative request, the Department developed a weight distance replacement proposal. The proposal focuses on assuring revenue neutrality, maintaining current concept of registering vehicles between 8,000 and 60,000 pounds, replacing weight distance tax with a registration fee for vehicles over 60,000 pounds, retaining special commodity classifications, and simplifying filing and administration. The Idaho Motor Transport Association has reviewed the draft and supports it with some variations. Because of the current staggered registration system, the transition to this process will be difficult and the details have not been worked out yet.

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The Board thanked staff for its efforts on this proposal.

New Resident Registration Deadlines/Penalties. Idaho currently has a late title filing penalty of \$20 which is applied when a title transfer is presented more than 30 days after the sale, or in the case of out-of-state vehicles, 30 days after entering the state. The penalty is only applied to reports of private party transfers submitted through county assessor offices, or at ITD's walk-in service area at Headquarters. Law enforcement citations are issued for violations of registration provisions. MVA Detmar also reported on other states' definition of "resident" and if any penalties were imposed for failure to register a vehicle upon becoming a resident.

Member Smith reiterated his concern that the state is missing out on revenue from people moving to Idaho who delay in registering vehicles. Because most new-comers apply for an Idaho driver's license expeditiously and the Department has that information, Director Bower asked if we could tie into that list and maybe notify those people that their registration needs to be changed. That is an option that could be explored.

Draft Corridor Preservation Legislation. A team was formed in June 1995 to develop a corridor preservation process for Idaho, and to recommend legislation that would be necessary for Idaho to effectively preserve corridors. The Interim Committee also expressed interest in corridor preservation, prompting the team to identify legislation for the 1996 legislative session. TPA Mickelson said the Associations of Idaho Cities, Counties, and Highway Districts, the LHTAC, and local developers, through the Idaho Building Contractors Association, have reviewed the draft legislation.

The Board members reviewed the proposed legislation. Member Combo made a motion to approve furnishing the proposed draft legislation on corridor preservation to the Interim Committee. Vice Chairman Mitchell seconded the motion and it passed unopposed.

FY97 - FY99 Statewide Transportation Improvement Program (STIP) Update Process. The Intermodal Working Group, including representatives from the Metropolitan Planning Organizations, has discussed STIP development activities for the current year and developed a corresponding calendar depicting target dates. The process will be a coordinated modal planning and STIP development process which is district oriented and promotes increased public involvement. More emphasis will be placed on communication, both internally and externally.

State Highway Lane Miles in Idaho Cities. A report showing state highway lane miles in Idaho cities was reviewed. Vice Chairman Mitchell commented on the disparity among state lane miles in cities. He asked if assistance, such as grants, could be provided to cities with less state mileage. TPA Mickelson said the allocations, currently based on population, could be reviewed and consideration given to factors such as mileage, both state and local, and average daily traffic.

Division of Highways' Efficiency Measures. CE Ross explained the privatization and efficiency study for roadside herbicide application. By privatizing certain phases of herbicide

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applications, a savings would be realized through reduction of labor needs and eliminating the need for costly and sophisticated equipment. Savings on noxious weed control requirements could be realized by expanding cooperative noxious weed control agreements with participating counties. The privatization or expansion of noxious weed control agreements was recommended to be phased in over a three- to four-year period to provide for a smooth transition and contracts for roadside herbicide application be let for two years with an option to renew.

In 1994 the Port of Entry (POE) Steering Committee was asked to examine the POE system. The benefit/cost study examined operations statewide, including pavement savings derived from weight enforcement activity, less influences from out-of-state POEs. Although the analysis found that the fixed POE facilities are efficient, as evidenced by the statewide benefit/cost ratio of 2.09, efficiency measures could be implemented. Recommendations include utilizing roving weigh teams on a rotational basis to staff fixed POEs after core business hours on a random basis to deter violations; introducing automated commercial vehicle systems; eliminating nine POE positions statewide; and reorganizing the POE structure to decrease layers of supervision.

Implementation plans will now be developed for the areas reported on, according to Director Bower. The rest of the evaluations will be presented to the Board as they are completed.

Member McHugh made a motion to support the analyses on efficiency measures presented and to extend commendations to all participants for their efforts and studies. Member Combo seconded the motion and it passed unanimously. Member McClure asked the Chairman to send a letter to the Interim Committee members indicating the Board's support of the efficiency evaluations and praise to Director Bower and his staff for their accomplishments in this area.

Member Combo made a motion, seconded by Member Smith, and approved unanimously, to approve the following resolution:

RES. NO. WHEREAS, the legislative members of the Interim Committee have recommended
TB96-07 the Transportation Department reduce its number of full-time equivalent positions
by 100 over three years; and

WHEREAS, we, as a Board, have considered this with the Director's and staff's input; and

WHEREAS, we have reviewed the Director's messages as set forth in his Memorandum No. 16 of December 18, 1995, in the November 3, 1995 and January 12, 1996 NEWS, an employee newsletter sent to all ITD employees (as shown in Exhibit 156, which is made a part hereof with like effect); and

WHEREAS, we are aware that efficiency measures are an ongoing and not a one-time effort, of any well run organization such as ITD; and

WHEREAS, we concur that Department down-sizing is appropriate if:

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1. Essential services are not diminished; and
2. It is cost effective to taxpayers.

NOW THEREFORE BE IT RESOLVED, that the Department will continue moving this issue along, and will attempt to reduce its FTEs by 100 over a course of three years,

1. By privatization where economically feasible;
2. Through attrition as a primary course;
3. That it applies to all levels of the Department; and
4. Let it be known that it may reduce non-essential services in some areas.

Director's Items, Continued. The Department of Parks and Recreation's request for FY97 maintenance funds for Coeur d'Alene Lake Drive has been denied. Parks and Recreation has asked ITD to assist in funding the trail through FY97. Director Bower had no proposals at this time, but wanted to inform the Board of this situation. Member Combo asked for a presentation on the Coeur d'Alene Lake Drive project at the February meeting.

The Department has not received word on the application for federal emergency funds to assist in the removal of the slide on US-12 late last year, although indications for receiving funds are positive.

The Department did not receive public lands highway discretionary funds. ISTEA gives Idaho primary consideration for these funds because of the large amount of federal land in the state. Correspondence was sent to determine if there was an error in the application. Director Bower said we may want to contact our congressional delegation on this issue.

The Federal I4R discretionary funds request was not approved by FHWA for the Flying Wye project in Boise.

Member Combo requested a letter be sent to District 2 employees on behalf of the Board recognizing their extra time and efforts on the US-12 slide. Staff did an outstanding job on opening the highway expeditiously.

Authority to Settle Condemnation. Vice Chairman Mitchell made a motion, seconded by Member Miller, and passed unanimously, to approve the following resolution:

RES. No. WHEREAS, the Transportation Board has filed a condemnation action against
TB96-08 G.O. Ranch for highway right-of-way needed for the Eagle Alternate; and

WHEREAS, trial is scheduled for May 1996 in the Ada County Courthouse; and

WHEREAS, the Department and G.O. Ranch have tentatively agreed to voluntary mediation before the Honorable Judge Duff McKee on February 9, 1996.

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NOW THEREFORE BE IT RESOLVED, that the District 3 Engineer and District 3 Board Member are authorized to enter into mediation in front of Judge McKee and settle the condemnation if any agreeable settlement can be reached.

Extension of Wilbur Avenue to US-95, District 1, Revisited. Member McClure made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board in 1992 approved the extension of
TB96-09 Wilbur Avenue in Coeur d'Alene to connect with US-95; and

WHEREAS, the Department and the property owners requesting the access to US-95 never entered into a written agreement; and

WHEREAS, traffic congestion on US-95 has grown worse.

NOW THEREFORE BE IT RESOLVED, that the Department grant the access of Wilbur Avenue onto US-95 under the following conditions:

1. The property owners negotiate an agreement with the city of Coeur d'Alene to close through access on US-95 at Aqua Street. Aqua Street would have a right turn only onto US-95 and a center median. In negotiating the agreement with the city of Coeur d'Alene, the property owners and/or the city shall seek public input;
2. Provide a new acceptable appraisal to the Idaho Transportation Department;
3. Agree to be responsible for all costs associated with the traffic signal and intersection improvements for Wilbur Avenue; and
4. Allow the Transportation Department and the city of Coeur d'Alene to retain approval authority over the design and construction of the traffic signal and intersection.

BE IT FURTHER RESOLVED, that the Chief Engineer is authorized to execute an agreement with the property owners consistent with this resolution.

At 3:45 PM, Vice Chairman Mitchell made a motion, seconded by Member Miller, to adjourn the regular monthly Board meeting. The motion passed unanimously.


CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
February 22, 1996
Boise, Idaho

January 26, 1996

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 22-23, 1996

The regular session of the Transportation Board meeting convened at 8 AM on February 22, in Boise, Idaho at the Transportation Department. The following principals were present:

Chuck Winder, Chairman
 Mike P. Mitchell, Vice Chairman - District 2
 John McHugh, Member - District 1
 Monte C. McClure, Member - District 3
 Leon E. Smith, Jr., Member - District 4
 Neil Miller, Member - District 5
 John X. Combo, Member - District 6
 Sue S. Higgins, Secretary to the Board
 Dwight Bower, Director
 Jim Ross, Chief Engineer
 Steve Parry, Chief Legal Counsel
 Jack Coe, Administrator - Federal Highway Administration

January 25-26, 1996 Board Minutes. Vice Chairman Mitchell made a motion to approve the minutes of the Board meeting held on January 25-26, 1996, as corrected. Member McHugh seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
 March 14-15, 1996 - Boise
 April 11-12, 1996 - District 2
 May 9-10, 1996 - District 4
 June 19-21, 1996 - District 3

Election of Vice Chairman. Member Combo made a motion to reelect Mike Mitchell as Vice Chairman. Member McHugh seconded the motion and it passed unanimously.

Consent Calendar. Member Combo made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves
 TB96-10 the following items on the consent calendar: condemnation of parcels 10, 40, 41, 49, 63, and 64, key 2627; condemnation of parcels 20 and 648, key 3758; contract awards; status of vacancy on the Technology Transfer Center Advisory Committee; and professional agreements report.

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1) Authority to condemn, project NH-F-3111(039), key 2627, parcels 10, 40, 41, 49, 63, and 64, US-95, District 3.

2) Authority to condemn, project NH-F-3271(052), key 3758, parcels 20 and 648, SH-55, District 3.

3) Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

STM-0001(624), key 6330 - Districtwide brooming (north), Kootenai, Boundary, and Bonner Counties, District 1. Low bidder: AAA Sweeping, Veradale, Washington - \$69,525.

STM-0001(615), key 5604 - Districtwide brooming (south), Kootenai, Benewah, and Shoshone Counties, District 1. Low bidder: AAA Sweeping, Veradale, Washington - \$134,320.

DPI-0187(103) and ST-5140(604), keys 5386 and 5883 - Plummer ECL to Pedee Hill and Plummer East, SH-5, Benewah County, District 1. Low bidder: Steelman Duff, Inc., Clarkston, Washington - \$1,256,182.25.

BLDG-51008, key 4809 - Pocatello Maintenance Building, Bannock County, District 5. The low bidder was more than 25 percent under the engineer's estimate, requiring justification. The architect's estimate was based upon similar buildings in Rupert and elsewhere, plus 5 percent inflation. The bids reflect very competitive seasonal bidding and a softening of the pre-engineered building market. Delaying the project would not be in the state's best interest and state forces have already completed their utilities trenches and site preparation. The District sees no potential for savings by re-advertising the project and recommended awarding the bid.

The Board concurred with staff's recommendation to award the bid. Low bidder: Pacific West Construction, Inc., Idaho Falls, Idaho - \$489,687.

IM-15-3(084)143, key 5916 - Sage Jct. to Hamer (south bound), I-15, Jefferson County, District 6. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The engineer's estimate was based on the Average Unit Price Report for District 6 state projects and past bidding history of projects of similar nature for standard items. The District believes this method of estimation accurately reflects the cost of performing the work. The bids generally compared well with the engineer's estimate with the exception of nine bid items. The District has examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage of. The overall prices for the items on this contract are not unreasonable and the District desires to award the project.

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The Board concurred with staff's recommendation to award this bid. Low bid: HK Contractors, Inc., Idaho Falls, Idaho - \$1,573,782.30.

RA-3-2, key R302 - Snake River View Rest Area east bound, I-84, Payette County, District 3. The low bidder was more than 25 percent under the engineer's estimate, requiring justification. The engineer's estimate was based on the previous contract to do this work over the past four years. The low bidder is the same company the Department contracted with over the past four years and the District believes this company should be well established by now, the bid is reasonable, and there would be no further savings by rebidding the contract.

The Board concurred with staff's recommendation to award the low bid. Low bidder: American Building Maintenance, Boise, Idaho - \$80,139.22.

ST-3270(607), key 5649 - Payette River Bridge to Railroad Crossing, SH-55, Cascade, Valley County, District 3. Low bidder: Central Paving Company, Inc., Boise, Idaho - \$155,547.80.

STM-3260(606), key 6081 - Emmett West, Gem and Payette Counties, District 3. Low bidder: Universal Construction, Inc., Emmett, Idaho - \$129,558.85.

CM-7063(100), key 5539 - State Street Interconnect, Boise, Ada County, District 3. Low bidder: Circle H Construction, Inc., Eagle, Idaho - \$147,886.90.

CM-4200(103), key 5531 - Twin Falls Various Locations, Twin Falls County, District 4. Low bidder: Aztech Electric, Inc., Spokane, Washington - \$601,974.21.

STP-IR-I-IM-84-3(041)194, key 3246 - Greenwood IC to Burley IC, I-84, Jerome and Minidoka Counties, District 4. Low bidder: Granite Construction Company, Watsonville, California - \$4,411,411.

CM-0300(117), key 5997 - County Road, Bannock County, District 5. Low bidder: Hunziker Construction, Pocatello, Idaho - \$307,006.

IM-15-1(105)25, key 4163 - Malad Summit Rest Area, I-15, Bannock County, District 5. The low bid was more than ten percent over the engineer's estimate, requiring justification. The variance from the engineer's estimate was essentially in one item, rest area building addition and maintenance garage SP-1. The remoteness of the site and remodeling an existing facility are variables that are hard to estimate. Costs can vary greatly for these two items. The very nature of this project, requiring many different trades on a small scale, could also result in increased prices. In reevaluating the plans, redesign would result in very little cost savings. Because of the number of bidders and time of year, a delay in rebidding the project would probably result in higher bids as contractors secure work for the summer.

The Board concurred with staff's recommendation to award this bid. Low bidder: Harris Construction Company, Pocatello, Idaho - \$266,985.00.

4) Replacement of Technology Transfer (T2) Advisory Committee Member representing Idaho Cities. In January, Gary Young, City of Twin Falls Public Works Director, submitted his letter of resignation from the T2 Advisory Committee due to health problems. In response, a letter was sent to the Association of Idaho Cities asking for a recommendation for Mr. Young's replacement. No response has been received to date. Upon receipt of a recommendation, staff will submit it to the Board for appointment. No specific terms have been established for members of the T2 Advisory Committee.

5) Professional agreements report. Payments for engineering consultant agreements amounted to \$182,102.54 during January 1996 and general consultant agreements equalled \$112,363.00 for a grand total of \$294,465.54.

Board Items. Member McClure asked if right-of-way negotiators could be authorized to settle for a higher amount to prevent more condemnations. Court costs are expensive and he would like to see that expense avoided. Staff is to provide a briefing on condemnation procedures next month and explore the possibility of utilizing a super negotiator.

Member Combo asked the status of proposed legislation raising Idaho's speed limits and said it would be helpful to have the rationale for different truck and car speed limits and different night time speed limits. Legislation increasing the interstate speed limits to 75 and other highways to 65 is before the Senate, according to Director Bower. He added that staff is in the process of analyzing all of the state highways, although some routes have been completed. Member Smith suggested each member obtain public input and contact his respective district engineer for recommendations on speed limits other than on interstates.

Vice Chairman Mitchell questioned the cost and time to compile and distribute the clipping service. By the time he receives the articles, the information is old news. He believes the district engineers should keep their respective Board members informed of transportation activities. Vice Chairman Mitchell also asked staff for information on media training.

Delegation - National Oregon Trail Center (NOTC), Montpelier, District 5. Dr. Daines, NOTC Fundraising Committee Chairman, thanked the Board members for their time. He provided background information on this Enhancement project, programmed for FY96. Dr. Daines believes this project would become a major attraction to the traveling public and an excellent historical site, and would provide an economic turning point to the community. Bids for the Oregon Trail project were opened last week, with the low bid over the available funding by \$368,545 for the basic building. The Committee is continuing to find additional funding for this project, and asked the Board if it would be willing to cover the shortfall.

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No motion was made to reconsider additional funding for this project. Chairman Winder expressed appreciation to the group for its efforts and wished them good luck on the project.

Director's Items. The Joint Finance and Appropriations Committee (JFAC) set the Department's FY97 budget at \$295,092,500. Original budget requests had been made for a 5% personnel cost increase and 3.3% general inflation. JFAC lowered these items to 3% and 0%, respectively, but added these two amounts to Contract Construction.

President Clinton declared 10 northern Idaho counties a disaster area due to the recent flooding. In addition to \$2 million from FHWA for emergency relief, the President approved \$4 million to repair the highways and bridges. Director Bower praised the employees, especially in Districts 1 and 2, for responding to the emergency and reopening the roads in a timely fashion. Jeff Stratten and his staff also provided extra time and work and did an exceptional job of keeping the public informed of road conditions. The Public Affairs Office was also instrumental in coordinating arrangements and presentations for President Clinton's visit to Boise on February 14.

Legislation has been proposed to help fund the match the state and locals need for the FHWA and FEMA aid for flood relief. Director Bower said the proposal would increase the fuel tax by four cents effective April 1, 1996 with revenue raised through July 1, 1996 to be used as the match. This would generate approximately \$6 million.

Director Bower has been the co-chair of the National Quality Initiative representing AASHTO for four years. His last meeting as co-chair was last week. He thanked the Board for its support and for allowing him to be on this committee.

Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar reported on legislation the Department is monitoring. Legislation on non-reducible overweight fees, increasing legal load limits to 129,000 pounds, and increasing license plate fees and changing the distribution formula failed in committee. A bill to increase interstate speed limits to 75 and limits on other highways to 65 came out of committee with a "do pass" recommendation. Chairman Winder asked BPIRM Detmar to consider how the Board members could provide more assistance to the Department in the legislative process.

Report on Cole/Overland Change Order on Contract Acceleration, NH-IM-IR-84-2(001)50, Key 2521, I-84, Ada County, District 3. In April 1995 the Board approved a proposal that accelerated the contract to recover time lost on this project due to the delay caused by US West. If no action had been taken to accelerate the work, costs would have increased and the paving subcontractor would have incurred additional costs due to the delay of his work. It would have delayed the completion date a year in a heavily traveled area. The estimated amount of this change order was between \$1 and \$1.5 million. Work was accelerated until the lost time was recovered. Due to diligent work by the joint venture contractor, the resident engineer, and his staff, the acceleration work was completed in October 1995 at 43% of the estimated cost.

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US West was put on notice of its delay which caused extra cost. The final billing has been prepared and was sent to them February 6, 1996. Full reimbursement was requested from the utility by May 1, 1996.

Wilson Drain to Karcher Junction, NH-F-M-7963(021), Key 4477, I-84B, Canyon County, District 3. This FY96 project is to improve the existing four lane highway by widening and overlaying the existing pavement to provide four lanes with a continuous center turn lane, bike lane, storm sewer, curb, gutter, sidewalk, and additional traffic signal at Happy Day Boulevard. Design work on this 3.8 mile, \$7.5 million project is substantially complete.

Because the adjacent property owners would benefit from the improvements, the Board had directed staff to obtain the basic eleven foot of right-of-way needed on each side by donation. Right-of-way needed beyond the front eleven feet was to be paid for as part of the project. These parcels were needed for turning curves at major side street intersections.

Of the total 153 parcels needed, 134 were to be obtained by donation, 2 were to be purchased, and 17 were a combination of donation and purchase. Currently, 80% have been obtained. Of the remainder needed, 17 are to be by donation and 13 by combination. Of the parcels to be obtained by donation, 4 parcels are doubtful of settlement.

Member Smith made a motion, seconded by Member Miller, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the Wilson Drain to Karcher Junction project, key 4477, District 3,
TB96-11 is scheduled in FY96; and

WHEREAS, the design is substantially complete; and

WHEREAS, the Transportation Board directed the basic eleven foot of right-of-way needed on each side to be obtained by donation; and

WHEREAS, 20 right-of-way parcels still need to be obtained, including four which are doubtful of being acquired through donation. Further, that certain parcels are critical to the design of the highway project.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board directs staff to continue negotiating with assistance from both Nampa and Caldwell to acquire the remaining critical parcels; and

BE IT FURTHER RESOLVED, that after obtaining the critical parcels, the project will be constructed with no further improvements made on those parcels which are not yet donated.

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BE IT FURTHER RESOLVED, that the cities of Caldwell and Nampa be encouraged to initiate an LID to complete the bike path, sidewalk, curb and gutter.

McCall Alternate Route Project, NH-3271(026), Key 0688, SH-55, District 3. Chairman Winder recognized Representative Hornbeck, Representative Wilde, and State Treasurer Lydia Justice Edwards and thanked them for attending the meeting. After providing a history of this project, District 3 Engineer LeRoy Meyer reported that a public hearing for the McCall Alternate Route project was held in September to determine the most favorable corridor for the northern portion of the proposed SH-55 realignment. Two alternatives were presented, one was designated the Rock Flat Alternative and the other was the McCall Alternate Route. Of the 75 people submitting testimony on those alternatives, 46 favored the McCall Alternate Route and 29 favored the Rock Flat Alternative. Comments from 164 people were received on issues beyond the focus of the hearing, including completing the project as one instead of two separate projects, opposing the alignment in the Johnson Lane and Payette River Subdivision I and II area, and concerning the environment. The Board members received a copy of the hearing transcript and written testimony earlier.

Member Combo made a motion, seconded by Member Smith, and approved unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Transportation Board has authorized hearings on the McCall
TB96-12 Alternate Route, key 688, and hearings have been held, with the last one on
September 12, 1995; and

WHEREAS, the Board has received the hearing transcript from the hearing officer;
and

WHEREAS, the Board has also received from the hearing officer the documents
up until the 10th of October, 1995, which was the cut-off date for submitting
written testimony.

NOW THEREFORE BE IT RESOLVED, that the hearing records be determined to
be the transcript, supplemental documents that were received up until October 10,
and also the report that was put together preceding the meeting (the hearing
brochure), those 3 documents and any documents incorporated therein should be
considered the hearing record.

Member Combo made a motion, seconded by Member McHugh, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, subsequent to the cut-off of the hearing testimony period for the
TB96-13 McCall Alternate Route, key 688, the Transportation Board and Board Secretary
have received additional correspondence from a number of people, including the
City of McCall, legislators, and others; and

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WHEREAS, those documents, as shown in Exhibit 157, which is made a part hereof with like effect, have been provided to the Board.

NOW THEREFORE BE IT RESOLVED, that those documents be deemed received by the Board and became part of the files of the Board.

Member Combo made a motion, seconded by Member Smith, to approve the following resolution:

RES. NO. WHEREAS, the Transportation Department has held hearings on the McCall
TB96-14 bypass project, key 688, with the last one on September 12, 1995, and the hearing records were established; and

WHEREAS, the Board has received additional correspondence on this project; and

WHEREAS, it is the long-standing Board policy, stemming from the approval of the Board a number of years ago on the hearing process itself, that additional testimony is not received at the Board meetings.

NOW THEREFORE BE IT RESOLVED, that the policy will be adhered in fairness to those who cannot attend the Board meeting, and that we will not accept testimony today from other than the ITD director and staff.

Chairman Winder said earlier, via letter, interested citizens were told additional testimony would be received on this project at the Board meeting. Since then, the Board has heard a presentation on the public hearing process and the past policy to not allow additional comments at the Board meeting. The hearing is for public input and the Board receives the hearing transcript and additional written testimony.

The motion passed unanimously.

Member McHugh made a motion, seconded by Member Smith, to approve the following resolution:

RES. NO. WHEREAS, a public hearing was held to determine the most favorable corridor
TB96-15 for the northern portion of the proposed State Highway 55 realignment, known as the McCall Alternate Route, key 688, on September 12, 1995; and

WHEREAS, staff has reviewed the public testimony received on this project; and

WHEREAS, staff has studied various alternatives for the route.

NOW THEREFOR BE IT RESOLVED, that the Idaho Transportation Board approves the McCall Alternate Route Hearing Summary and accepts the corridor

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from Johnson Lane to the Adams-Valley County Line. Further that the area of focus in the Johnson Lane/Moon Ridge road area be refined within the corridor.

BE IT FURTHER RESOLVED, that the Board authorizes staff to re-evaluate the route from the Adams-Valley County Line to Meadows, and to hold another public hearing (location) on this portion of the route; and

BE IT FURTHER RESOLVED, that, due to the cost and constructability of the entire McCall to Meadows route, the project, when constructed, may be constructed in multiple phases.

Because a number of comments were received opposing the alignment on the southern portion of the route, Member McClure asked if refining that corridor would include another public hearing. He believes another hearing should be held on the whole route. Although another location hearing is not recommended on this portion, DE Meyer said mitigation efforts would be held with those property owners.

Member Smith expressed concern with delays another location hearing would cause. He would like to establish the corridor for this route, and does not want the design process and right-of-way acquisition put on hold.

Member McClure made a substitute motion to authorize a location hearing for the entire route. Member Miller seconded the motion. Vice Chairman Mitchell said another hearing would stop all activity on the project and believes if staff works with the property owners in conjunction with the design hearing on the Johnson Lane to county line segment, the property owners' concerns can be addressed.

The motion failed on a 2-4 vote with Members McClure and Miller voting in favor.

The original motion passed unanimously.

Representative Wilde asked for a time frame on the hearings. DE Meyer said the location hearing on the Adams-Valley County line to Meadows portion could be held in six to eight months with the design hearing on the Johnson Lane to Adams-Valley County line route in approximately one year.

Executive Session on Legal and Personnel Issues, Section 67-2345(f) and (b), respectively, Idaho Code. At 12:05 PM, Member Combo made a motion, seconded by Member Smith, to meet in executive session to discuss legal and personnel issues. The motion passed unanimously.

The Board came out of executive session at 1:15 PM. No decisions were made.

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Director Bower reported on four revenue bills introduced in the House Ways and Means Committee this morning.

Presentation on Coeur d'Alene Lake Drive Trail, District 1. Chief Engineer Ross and Member Combo provided background information and a chronological history of this cooperative project between ITD and the Department of Parks and Recreation (IDPR). Director Bower added that JFAC denied FY97 maintenance funds for IDPR to maintain the trail, and that \$35,000 was requested from ITD to assist with the maintenance.

IDPR Director Yvonne Ferrell reported that JFAC reconsidered IDPR's budget and authorized an additional \$50,000 for parks, including the Coeur d'Alene parkway, and flood damage. Because of the requirement to match FEMA funds, and all of the needs, Director Ferrell did not know if some of the additional money would be available for maintenance of this trail. She thanked ITD for the joint project, stating it is a wonderful facility, and a big asset to the state.

Presentation on Malad Gorge Rest Area, IM-84-3(032)133, Key 3711, I-84, District 4. This project was initially proposed in 1992 as a cooperative venture between ITD and IDPR, according to District 4 Planner Bob Humphrey. The Department will realize significant annual maintenance savings as this rest area allows for the closure of four other rest areas, Bliss eastbound, and westbound, Jct. US-93 eastbound and westbound. The project is currently in the Enhancement Program for FY98, with IDPR to provide the match for the construction of an Interpretive Center and Safety Rest Area. The Department has started the environmental clearance process as well as the consultant selection process and does not foresee delays to the FY98 construction year.

IDPR Director Ferrell expressed enthusiasm for this joint project. She said the Board had great vision when it initiated this project and she believes it will be a model in the nation.

Financial Statement. The Board reviewed revenues, expenditures and encumbrances, and the cash flow within each of the three major funds of the Department for the period July 1995 through January 1996. Summaries of expenditures by division compared with the annual appropriation for the Department were also provided.

Additions to and Deletions from the State Highway System. Senior Transportation Planner Garry Young reported on methods some other states are using to handle disputes between the state and local governments over highway addition and deletion issues. He told the Board no policy has been adopted concerning bypasses, although the criteria to decide whether to provide a business loop or spur is found in an administrative policy. He also reported on meetings held with various local highway agency representatives to discuss the topic of additions and deletions. Transportation Planning Administrator Ray Mickelson provided several options for the Board to consider, including using the existing criteria with a simplified decision tree; supporting legislation that provides funding to the state or local government to offset costs for highways to be added to or deleted from the State Highway System; supporting legislation that would establish

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the Governor as the final arbiter in a dispute; annually reviewing the State Highway System as a total system in conjunction with the functional classification update; and negotiating with local highway jurisdictions for their assuming selected state highways.

Joe Haynes, Local Highway Administrator, expressed appreciation to staff for the discussions with the local entities on the subject of additions and deletions. He believes the functional classification is important and should be incorporated in this issue, and that there is a need to separate the two issues of additions and deletions.

Because of various options to deal with additions/deletions, including trading mileage with local entities and requiring right-of-way from locals before adding mileage to the state system, Member Smith opposed hard and fast rules. He would like to see restrictive legislation repealed or changed to appeal it to the Governor or legislature. His preference would be an ad hoc system.

The consensus of the Board was for staff to review the State Highway System as a total system in conjunction with the functional classification update in June. Recommendations are also to be presented on the three pending requests to add mileage to the state's system.

Executive Session on Legal and Personnel Issues, Section 67-2345(f) and (b), respectively, Idaho Code. At 4:05 PM, Vice Chairman Mitchell made a motion, seconded by Member Combo, to meet in executive session to discuss legal and personnel issues. The motion passed unanimously.

The Board came out of executive session at 4:50 PM. No decisions were made.

Review of Supplemental Agreements. Member McHugh made a motion to accept Internal Review's report on supplemental agreements with specific information regarding the causes of the supplements. Member Combo seconded the motion and it passed unanimously.

Update on Flooding in Districts 1 and 2. Unseasonably warm temperatures and rain caused severe flooding in northern Idaho earlier this month. The Board viewed a video of the flood damage and repairs underway. CE Ross praised the District 1 and 2 employees for their responsiveness to the emergency and extra time and work put into alleviating the damages and repairing the roadways. Damage to the state highway system is currently estimated at \$6 million although the estimates are being updated as work and analysis progress. To date, damage to the local system is approximately \$16 million.

WHEREUPON the Board meeting recessed at 5:10 PM.

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The Transportation Board meeting reconvened at 8:05 AM at the Transportation Department in Boise on Friday, February 23, 1996. Vice Chairman Mitchell presided in the absence of Chairman Winder. All members were present.

New Public Hearing Officers. The Department currently has two public hearing officers trained to receive testimony and carry out the duties of the hearing officer. BPIRM Detmar has requested that she no longer be a hearing officer because of her increased workload. Bob Medley, Internal Review Senior Auditor, would like to continue serving as a hearing officer. To keep him from being overloaded, staff is recommending a pool of hearing officers be trained to spread the responsibilities among six employees.

Sue Higgins, Secretary to the Board; Tim Greeley, Transportation Legislation and Policy Specialist; Garth Newman, Technical Training Specialist; Barbara Babic, Field Services Coordinator for District 1; and Susan Bale, Policies and Procedures Coordinator, have all agreed to act as the Department's hearing officers. The new hearing officers would receive training that would cover duties and responsibilities, the public's perspective, enhancing the information exchange, continuity of communication, developing the dialogue, and maintaining the dialogue.

Bid Amount versus Final Amount. The Board reviewed information on the contract bid amount and the final amount for projects from FY92 through FY95. A break down by districts was also provided. Comparisons of state-designed versus consultant-designed projects for the same years were also given. Member McClure asked for information on change orders and quantity adjustments. Staff provided a report on change orders/quantity variance requests/utilities.

Traffic Signals with Railroad Preemption. Last October the National Highway Transportation Safety Board (NTSB) issued an urgent recommendation to identify all highway/railroad grade crossings where control of a highway signal is preempted by the train movement. Staff identified 23 railroad crossings in Idaho that have traffic signals with railroad preemption. In December a meeting was held with representatives from the FHWA, Federal Railroad Administration, ITD, and three of the five railroad companies involved in the crossings to discuss preemption requirements, vehicle and pedestrian clearance requirements, train speeds, and train track circuitry. A plan for field reviews of the identified crossings was agreed upon.

Upon review, most of the crossings were determined to have adequate vehicle track clearance times, although adjustments were made to the signal timing at five of the locations to provide additional vehicle track clearance time. Ada County Highway District (ACHD) and the City of Pocatello have been notified that additional action is required. All field data and changes have been documented. A final report will be prepared for submittal to the NTSB and FHWA as soon as ACHD and Pocatello respond to the proposed actions.

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Presentation - Contract Administration Section. Last month Assistant Construction Engineer Don Morse gave a presentation on the Section's history and responsibilities, the contractor prequalification process, information on responsible bidder, and factors that influence contractors' bids. Due to time constraints last month, PSE and Claims Engineer Brent Jennings concluded the presentation at this time. Some of the innovative contracting methods ITD is using include incentives to provide a smooth riding surface for concrete pavements, time plus cost bidding, quality assurance/quality control, critical path method for project scheduling, and flex-time. Board Policy B-04-01, Detailed Construction Costs and Contract Awards, was reviewed along with an outline of the bidding process. Mr. Jennings also summarized the procedures for engineer's estimates and comparison of the engineer's estimate to the contractors' bid.

Annual Report on Audits. Internal Review Manager Carri Rosti provided an overview of the Internal Review Section, including its mission and organization. A report on the internal audits and reviews, external audits, and special reviews performed in 1995 was given, followed by the work plan for 1996. Ms. Rosti concluded with a status of prior audit recommendations.

Annual Report on the Safety Program. The Employee Safety and Risk Management Section develops and initiates the overall loss control program for ITD. Efforts are directed toward preventing employee injuries and equipment damage, thorough investigation of tort claims, identifying hazardous work sites and practices, informing management of losses and potential losses, and providing supervisors with consultative services.

Employee Safety/Risk Manager Cheryl Rost reported on the Department's safety activities during the past year, including the implementation of the mandatory alcohol/controlled substances testing program for employees required to have a Commercial Drivers License, and the new program developed to return employees back to work after being injured or following an illness. More analysis is required to confirm reduced sick leave usage, but the industrial accident lost days have shown a considerable improvement.

Ms. Rost also mentioned that the Department received a dividend from the State Insurance Fund. This dividend represents a 29% return of premiums paid in 1994, based on the experience loss ratio versus premiums averaged over a three year period. Additionally, the Department of Administration discounted ITD's liability insurance due to the employee participation in defensive driving classes. The Board members also reviewed the safety-related training completed in 1995.

Annual Report on the Wellness Program. Wellness Council representative Jenna Gaston provided a brief history of the Fitness and Wellness Program. Created in 1992, the ongoing task is to educate and motivate employees to make positive choices in nutrition, exercise, and general health care. The goal is to reach all staff through a grass-roots network of wellness volunteers. Employee interest and participation in wellness activities have grown. Highlights of the past year include the Philadelphia Freedom Trek, which was an exercise challenge, and the Healthy Harvest nutrition education program. Statewide accomplishments were reviewed.

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Ms. Gaston concluded by stating the Department's Wellness Program has been nominated as one of the top five programs in Idaho. The Board members thanked the volunteers for their work on this program. They believe it is a valuable program and appreciate the extra efforts employees provide to make it successful.

Request for Qualification - Statewide Public Transportation Needs and Benefits Study. Outside interest has been expressed for a public transportation needs assessment, according to Public Transportation Administrator (PTA) Larry Falkner. C.A.R.T., Inc. of Idaho Falls contacted the Department late last year indicating some FTA Section 9 Capital funds would be available for this study. The city of Idaho Falls concurred in transferring \$150,000 in Section 9 funds to ITD.

Member Smith said the focus should be on rural areas. Member Miller believes services should be merged and should be improved with less cost. Member Combo asked if the time frame is realistic, expressed concern on the scope of work, and added the consultant group should be more involved.

The time frame was set to present the needs to the legislature next session. PTA Falkner said a steering committee has been established to assist in the scope. He was asked to better define the scope of work and deliverables and present that information later in the day.

Tour of Facilities. The Board members toured the Human Resource Services, Employee Safety/Loss Control, and General Services Sections, including the kiosk, Central Files Office, and telephone room. The members were briefed on each area's responsibilities and visited with the employees.

Request for Qualification - Statewide Public Transportation Needs and Benefits Study, Revisited. PTA Falkner provided the scope of work, which emphasizes the rural areas of Idaho. Member Smith made a motion, seconded by Member McHugh, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board recognizes that it is necessary to
TB96-16 quantify and qualify the public transportation service needs in Idaho; and

WHEREAS, there is a need to emphasize the rural areas of our state for assessing public transportation services; and

WHEREAS, there is a need to better determine the near and long term financial needs and shortfalls of the rural public transportation systems in Idaho; and

WHEREAS, the economic benefits/impact analysis of public transportation services in Idaho will address the effects on investments in rural public transportation on private and public costs for services, including roads; and

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WHEREAS, this information will enable the Idaho Transportation Department to assess investment values and determine the best areas of investment with measurable performance standards; and

WHEREAS, this study will be a single contract authorizing ITD to conduct a Needs Assessment and Costs Benefit Analysis which will benefit all of Idaho but focus directly on rural areas; and

WHEREAS, the City of Idaho Falls has made available \$150,000 from Federal Transit Administration Section 9 Capital funds to conduct this study; and

WHEREAS, the Federal Transit Administration and the Federal Highway Administration are in agreement that this is a valuable use of federal funds.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes the Idaho Transportation Department to commence with the Needs Assessment and Economic Benefits Analysis Study for rural areas.

Annual Human Resource Development (HRD) Report. HRD Manager Jerri Mizrahi provided an overview of the section's activities, budget, strategic plan, and mission. Staff members outlined their involvement in technical training coordination, program development and delivery, quality assurance/quality control, trainer development, mediation, team facilitation, new course development, and facilitation skill training.

Annual statistics for the training and development program were also provided. In 1995, 7,678 employees were trained in various areas. Trainer salaries and support materials totaled \$293,600 for the Department compared to an industry standard of \$557,564. Some advantages to the in-house program include training is available to all employees, it is available when and where needed, and the staff is more familiar with the Department's needs and employees.

Annual Report on Aeronautics. Division of Aeronautics Administrator Jim Conder and appropriate staff presented the annual report for the Division, including the budget, statistical information for the state, and obstruction evaluations. Use of the aircraft pool was down slightly from FY94. In FY95, 29 of the states' 30 airports were maintained on schedule while Atlanta was closed by the U.S. Forest Service so it could be used as a staging ground for removal and disposal of hazardous materials at one of its campgrounds. A survey distributed to 3,000 users of the state's airports indicated most-utilized airports were Johnson Creek, Smiley Creek, Big Creek, and Cavanaugh Bay, while additional airports were desired in the Frank Church Wilderness, along the Salmon River, and at Cascade Reservoir. Donation boxes and courtesy cars were highly supported.

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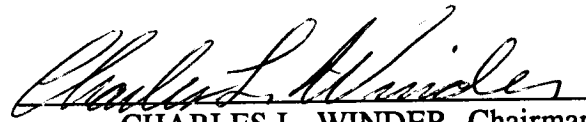
Aeronautics Advisory Board (AAB) Chairman Bill Parish said he is impressed with the quality of staff in the Division and the work they do. He added his appreciation to the Transportation Board for the interaction between the two Boards.

Member Smith recognized AAB Member Harry Merrick for his nine years of service on the AAB, and thanked him for his time of service and accomplishments in the Division as well as in the aviation industry. AAB Member Merrick said he enjoyed his time on the board and thanked the Transportation Board for the good working relationship.

Vice Chairman Mitchell welcomed the newest AAB member, Bob Hoff, to the board and stated the importance of Aeronautics to the Department.

The meeting concluded with Board members expressing appreciation to staff for the extra time and work given to various areas, including preparing presentations for the Board meeting, answering questions and providing information for the legislature, as well as for Board members, and especially to all of the employees involved in cleaning up and repairing damages caused by the recent floods in northern Idaho. They greatly appreciate the employees who work behind the scenes, assume voluntary assignments, and perform tasks which are above their required duties.

Member McClure made a motion to adjourn at 3:45 PM. Member Smith seconded the motion and it passed unopposed.


CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
March 14, 1996
Boise, Idaho

February 23, 1996

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 14-15, 1996

The regular session of the Transportation Board meeting convened at 8:10 AM on March 14, in Boise, Idaho at the Transportation Department. The following principals were present:

Chuck Winder, Chairman
 John McHugh, Member - District 1
 Monte C. McClure, Member - District 3
 Leon E. Smith, Jr., Member - District 4
 Neil Miller, Member - District 5
 John X. Combo, Member - District 6
 Sue S. Higgins, Secretary to the Board
 Dwight Bower, Director
 Jim Ross, Chief Engineer

February 22-23, 1996 Board Minutes. Member Combo made a motion to approve the minutes of the Board meeting held on February 22-23, 1996. Member Smith seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

April 11-12, 1996 - District 2
 May 9-10, 1996 - District 4
 June 19-21, 1996 - District 3
 July 18-19, 1996 - District 1

Consent Calendar. Member McHugh made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves
 TB96-17 the following items on the consent calendar: condemnation of parcel 47, key 3758; bids; status of Technology Transfer Center proposal; and professional agreements report.

1) Authority to condemn, project NH-F-3271(052), key 3758, parcel 47, SH-55, District 3.

2) Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

BRF-4113(078), key 2836 - Goff Bridge, north of Riggins, US-95, Idaho County, District 2. Low bidder: Harcon, Incorporated, Spokane, Washington - \$12,410,936.15.

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STP-CM-7152(100), key 5730 - Twin Falls Bike Route "A", Twin Falls County, District 4. Low bidder: Eterna-Line Corporation of Idaho, Boise, Idaho - \$261,168.35.

IM-15-2(046)93 and IM-15-2(052)106, keys 3721 and 5918 - West Blackfoot Interchange to Lava Beds and Lava Beds to Bonneville County Line, I-15, Bingham County, District 5. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$2,613,115.90.

3) Status of request for technical proposals for Technology Transfer (T2) Program. The University of Idaho provided the only response to a request for technical proposals on the Idaho T2 program. A review committee is being formed to ensure that the response meets the specifications. The committee's recommendation will be brought to the Board for approval before ratification of an agreement.

4) Professional agreements report. Payments for engineering consultant agreements amounted to \$122,352.77 during February 1996 and general consultant agreements equalled \$6,716.00 for a grand total of \$129,068.77.

Consultant Selection Process - Negotiating with Two Consultants. The consultant selection and negotiation processes are clearly spelled out in the United State Code Service (USCS), Code of Federal Regulations (CFR), and Idaho Code. It is clear that the state may enter into negotiations with only one consultant at a time. Although cost is disallowed as a means of ranking consultants, the state is by no means required to use the top ranked consultant, if an agreement cannot be negotiated that is deemed by the state to be fair and reasonable in cost. In such a case the state may cease negotiations with the top ranked consultant and begin negotiations with the second ranked consultant.

Member Combo asked if the top ranked consultant is ever dropped and negotiations proceed with the second ranked consultant. He believes it's important that consultants are aware of this practice. Consultant Administration Engineer Jim Porter said if ITD gets close to dropping a consultant, the consultant usually reduces his price and meets the Department's expectations. He added that consultants are aware of the procedures to cease negotiations with the top-ranked consultant if necessary.

Consultant Selection Process - Short Listing Consultants. The Department follows the procedures outlined in USCS, CFR, and Idaho Code for the short listing of consultants. The code allows for either short listing from a pre-approved list or from a group of solicited responses. ITD uses both methods.

Member Combo made a motion, seconded by Member McClure, to concur with the information on the consultant selection processes. The motion passed unanimously.

Board Items. Member McHugh made a motion, seconded by Member Miller, to reconsider providing additional funds for the Montpelier Oregon Trail Museum project, key

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5550. Reasons Member McHugh cited for this reconsideration include a Swanson Foundation agreement of 50 cents on each additional dollar collected, up to \$100,000, and with the inkind contributions, the local's match is approximately half of the total. The National Oregon Trail Center, Inc. needs approximately \$368,000 in additional funds, and Member McHugh believes ITD could provide \$268,544 while the foundation could provide the remaining \$100,000.

Chairman Winder asked staff if there is a potential funding source for the additional money. Highway Programming Manager Dave Amick has identified a number of FY96 Enhancement projects that are doubtful of being contracted this year, and two that will be dropped from the program completely. These two projects are programmed at approximately \$500,000.

Member Smith asked if FHWA has concurred with the additional funds. Because the Forest Service is also involved in the project, the federal aid the Department can provide is limited. Staff has worked with FHWA on the methodology to determine the federal participation, although the new figures have not been discussed with FHWA.

Approval of the additional funds would put the federal match over 80%. Chairman Winder remarked that this would be a variance from Board Policy B-11-03, Transportation Enhancement Program, which states a minimum of 20% of non-federal public matching funds shall be provided for all projects within or bordering the public roadway right-of-way.

The motion to reconsider additional funding for the Oregon Trail Museum project passed 3-2.

Member McHugh made a motion, seconded by Member Miller, to approve additional funding in the amount of \$268,544 for the Oregon Trail Museum enhancement project, subject to FHWA's concurrence of the match, and recognizing the variance with Board Policy B-11-03. The motion passed 3-2.

Chairman Winder emphasized that the prior three-member Board originally approved \$855,000 to fund the museum and their action helped initiate this project. He thanked staff for the project information and possible funding options provided on such short notice. Chairman Winder thanked Member McHugh for his support in reconsideration of this project and acknowledged the support of the Governor's Office and state legislators for this project. The Board members concluded this issue by wishing the community well in its endeavor. They believe it is a good project and hope it becomes a reality.

The Governor has asked the Board to put together a task force to study the different transportation methods that are currently used in commerce in Idaho, and their relative effect on the state's infrastructure. Replacement of the weight distance tax is also to be included, according to Chairman Winder. He asked staff to provide recommendations such as participants and reimbursement of expenses, at the next meeting. Member Smith questioned

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the effectiveness of a large group and suggested a minimal number of participants. Member Miller concurred.

Director's Items. Director Bower acknowledged staff's work for the Interim Committee and especially during the legislative session. A lot of extra time and effort went into the session by a number of employees who all did an excellent job of monitoring legislation and testifying, particularly Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar. He also thanked the Board members for their support and efforts on behalf of the Department.

The Board concurred with the Director's commendations to staff for a job well done. The members realize a tremendous amount of time and work went into the legislative session.

The final Interim Committee report has been distributed. The Department has started on and completed a number of the recommendations and will report back to the legislature on the activities.

The Governor has signed the Department's appropriation bill. Additional appropriation will be needed if the legislation to increase fuel tax and registration fees is signed. The process for the supplemental appropriation has been started in the Joint Finance and Appropriations Committee.

Director Bower said the Isaac's Canyon interchange project on I-84 is still on schedule, and he believes can be kept within the budgeted amount of \$10 million. The project will be advertised this summer, contingent on all federal approvals. He commended the various entities that have worked cooperatively and expeditiously on this project.

Philip Reberger has been appointed to replace Harry Merrick on the Aeronautics Advisory Board. The Director will be meeting with the full advisory board and Aeronautics Administrator Jim Conder soon.

The Department's estimate on flood damage to the state highway system increased to \$7.7 million while the estimate on the federal-aid local system was adjusted to \$3 million, however, estimating the damage is still an on-going process. Staff is determining the matching ratios available since the majority of damage to the state's system was on Indian lands and forest roads, which are eligible for 100% FHWA reimbursement.

BPIRM Detmar provided an update on legislative issues and expressed her appreciation for Director Bower's leadership and assistance. The Senate passed the revenue package that raises fuel taxes 4 cents, registration fees approximately \$6, splits the revenue evenly between the state and local entities, and includes Parks and Recreation in the distribution formula. The fuel tax would be effective April 1 and the first \$6 million is to be used as match for the recent flood damage in northern Idaho. The registration fee will be effective January 1, 1997.

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Discussion on Aeronautics Activities. Earlier, the Division of Aeronautics was asked to increase ridership in the state aircraft pool and consider activities similar to being a travel agent for state agencies. Concern has been expressed on the costs, low ridership, and competition with private enterprise, according to Member Smith. He believes the Division has good planes and could provide a valuable service, but needs to be competitive. He added that the Division needs an action plan.

Director Bower reported that a request for proposal to be a travel agent was submitted. The legislative oversight committee started a review of state travel and decided a number of other issues need to be studied, such as the whole issue of in-state travel. ITD's request was never approved. He added that a justification report on ITD's airplane fleet has been submitted to the Governor and legislature.

The Board asked the Director to discuss these concerns with the Aeronautics Advisory Board and report back the discussions and recommendations at the May meeting.

Financial Statement. The Board reviewed the Department's financial statement through February 29.

Management Initiatives. The grounds at the Headquarters' complex are currently maintained by Department employees. An analysis and comparison of costs for maintaining the grounds was performed. The comparison of cost of work performed by agency personnel and like work performed by private contracts based on an hourly rate with ITD having the prerogative of establishing hours of work, job responsibilities, and quality assurance of work performed, concluded an increase in cost to privatize. Activities to date have resulted in elimination of the grounds maintenance foreman position and one grounds worker position. A savings in the FY96 allocation is projected due to additional efficiency measures instituted during the year. Other activities are targeted which will result in additional savings but it is not economically feasible to privatize the entire operation at this time. Chief of Administration (COA) Dick Transtrum added that this is one part of a two-part study. The second step involves evaluating the maintenance of buildings and will be reported on at a later date.

The Human Resource Development (HRD) Section provides a variety of functions to support the employees of the Department, such as training, consultation, mediation, and counseling. An in-depth analysis was conducted to determine ways to downsize or re-engineer the HRD function. The review concluded that it is more cost effective to do human resource development in-house and to utilize CD Rom technology to conduct training. Some of the recommendations include reclassifying and refocusing the current vacant position to align with technical training needs in the Division of Highways; eliminating a half-time employee; continuing to evaluate on a course by course basis those which can be cost effectively outsourced with the goal of eliminating one full-time staff position; and refocusing one training slot to provide technical training and support to the statewide maintenance operation.

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COA Transtrum provided an update on the Print Shop analysis as a result of a recent vacancy. Through ongoing re-engineering efforts, it has been determined that work can be redistributed and some items can be cost effectively outsourced, thus allowing this position to be eliminated.

The Traffic Survey and Analysis Section is responsible for the statewide collection of traffic characteristic data, analysis, dissemination of the results and archived storage of the data. The collection of traffic data is very expensive and time consuming. A quality improvement team was formed to evaluate the operations and effectiveness of this section and concluded that elimination or reduction of the traffic data gathering and analysis operations is not a reasonable option.

The current Local Road Inventory Program (LRI) consists of the annual mileage submittals provided by local jurisdictions between physical inventories and the field data collection effort. The recommendations for this program include continuing with the current program for the next three years to develop the road layer for the GIS base maps; after the third year, evaluating transitioning local road certification to the Local Highway Technical Advisory Council or another agency; moving fully to self-certification of local road mileage; and continuing to explore ways for local jurisdictions to assist with financial support of the LRI program.

Planners in the Transportation Planning Division are responsible for a number of activities. Discussions were held regarding increased efficiencies within the Department and the Intermodal Planning Section in particular. Mandated activities and change in workloads were considered. Recommendations concerning planing activities within the Planning Division include eliminating the Bicycle/Pedestrian Planner position with duties assigned to other staff members; continuing the waterways and intermodal planning functions with one staff, however additional assignments are planned through reengineering; and not physically relocating planners at this time. There will be increased communication among the six district planners to better serve the customers.

Idaho Rail Freight Plan (Draft). The purpose of the Rail Plan is to fulfill federal requirements to establish an adequate plan for rail services in the state as a prerequisite for eligibility to receive federal Local Rail Freight Assistance (LRFA) and to serve as the Rail Modal Plan for the Idaho Transportation Plan. The Plan presents an overview of the rail system in Idaho and each District, and how it operates and is used. It outlines the state rail planning process as described by federal regulation and is continuing part of the overall planning process for transportation services in the state as defined by the Idaho Transportation Plan. The Plan examines rail lines that might be eligible for LRFA funding or other funds for rail projects. The Plan also contains a description of rail passenger service in the state.

Member Combo made a motion, seconded by Member McClure, and passed unanimously, to approve the following resolution:

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RES. NO. WHEREAS, the Idaho Transportation Department has developed the Idaho Rail
TB96-18 Freight Plan (draft); and

WHEREAS, the Rail Plan fulfills federal requirements to establish an adequate plan for rail services in the state as a prerequisite for eligibility to receive federal Local Rail Freight Assistance, and also serves as the Rail Modal Plan for the Idaho Transportation Plan; and

WHEREAS, there should be an opportunity for participation and review by persons interested in state rail activities; and

WHEREAS, the draft Rail Plan has been prepared with input and support from the Idaho Rail Advisory Council.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the distribution of the draft rail plan to shippers, railroads, local and regional governmental bodies, and others with an interest in state rail activities for review and comment.

Delegation - Bonner County Commissioner Steve Klatt. Commissioner Klatt provided a petition with approximately 350 signatures asking the Transportation Department to designate Dufort Road, between US-95 and US-2, as a state highway and accept responsibility for its maintenance and improvement. Because Dufort Road does not meet state standards, the county realizes it would need to bring the road up to standard. It is also willing to assume part of SH-57 under its jurisdiction if the Board would consider a trade.

Once reconstruction of US-2 is completed, Member McHugh asked Commissioner Klatt if he anticipates the average daily traffic to decrease on Dufort Road. He responded no, that there has always been substantial commercial traffic on the county road and he anticipates that traffic to continue.

The Board voiced concern on the time-consuming process for staff to evaluate a road to determine if it meets the criteria to be added to the state system. The commissioner was asked if the county would be willing to split the costs of the study with ITD. Commissioner Klatt said he would be willing to pursue a split, however, he would need concurrence from the full commission. Member Combo asked if the county could perform a self-evaluation on the routes if the Department provided the criteria and rating factors. The commissioner indicated a willingness to evaluate the roads.

The consensus of the Board was to take Bonner County's request under advisement, encourage the county to do a self-evaluation, and to revisit the subject during the tour of District 1 in July.

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Public Transportation Grant Funding. The Division of Public Transportation (PT) and the Public Transportation Advisory Council (PTAC) have completed their recommendations for the FY96 Federal Transit Administration's Specialized (5310), Rural Public Transportation (5311), and Intercity Transportation (5311i) grant programs.

Member Smith expressed concern that District 4 has been lacking a representative on the PTAC, and that the Regional Public Transportation Advisory Committee has also had a number of vacancies recently. He would like a full committee to provide guidance and make recommendations.

Member Smith made a motion, seconded by Member McClure, to approve the following resolution, with the stipulation that the allocations to District 4 be combined now and distributed to the two providers at a later date, based upon a decision within the District; if the breakdown of funds can't be resolved internally, the decision shall be brought before the Board:

RES. NO. WHEREAS, the Division of Public Transportation and the Public Transportation
TB96-19 Advisory Council have completed their recommendations for the FY96 Federal Transit Administration's Specialized (5310), Rural Public Transportation (5311) and Intercity Transportation (5311i) grant programs, detailed in the FY96 Public Transportation Funding Recommendations; and

WHEREAS, total requests are as follows: Specialized (5310) for \$338,883 (which includes unused funds from FY92 and FY94); Rural Public Transportation (5311) for \$614,646 and Intercity Transportation (5311i) for \$104,848; and

WHEREAS, the Idaho Transportation Board approved the transfer of \$120,000 from the Federal Highway Administration's CMAQ Program to the Federal Transit Administration's Rural Public Transportation grant program. The CMAQ funds can be transferred directly into the 5311 grant program to be used for project administration or capital only. See FY96 CMAQ Grant Funding Recommendations for more detail; and

WHEREAS, the Public Transportation Advisory Council has approved the funding recommendations as presented.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the funding recommendations for fiscal year 1996.

Because this distribution is for April, staff relayed concern that revisiting District 4's distribution may impact the two provider's operations. PT Administrator Larry Falkner said the PT committees need to get up to speed on the issues next month and distribute the funds in May.

The motion passed 4-1. Member Miller said he did not vote in favor of the motion because he believes the providers need to consolidate and merge services. This issue has not been addressed.

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Speed Limit Changes. The legislature has approved a bill raising the maximum speed limit to 75 miles per hour on the interstate highways and 65 mph on other routes, effective May 1, 1996. The Governor is expected to sign the bill.

Neighboring states have been contacted regarding continuity of speed limits across state borders, and ITD is coordinating efforts with each of the states to ensure that speed differences will be minimized. A summary of the current speed limits in adjacent states was provided.

Traffic Engineer Greg Laragan also provided information on differential speed limits for cars and trucks and night and day. A 1994 study sponsored by FHWA indicates that there are no safety benefits derived from different car/truck speed limits, and that differential speed limits actually have very little effect on speed differences. Other studies have shown that true speed variances result in increased accidents and that the fewest accidents occur when nearly all vehicles travel at the same speed. Staff does not recommend that Idaho implement a differential speed limit for cars and trucks. Very little information is available about speed limits related to time of day and no studies documenting safety differences either because of or in spite of different day and night speed limits were found. Staff does not recommend implementing a different speed limit for night time.

The Department intends to recommend specific speeds for the interstates and some NHS routes to the Board at the April meeting. The goal is to complete the process of raising speed limits for the entire state highway system by July 1. Mr. Laragan informed the Board of ITD's current rule delegating speed limit changes to staff. The Board concurred it wanted to be involved in this statewide change of speed limits. Concern was also raised on the public perception that the limits have already been increased because the House and Senate have both passed the legislation. A news release will be prepared with the Department's timetable and emphasizing that speed limit changes are effective when the signs are changed.

Request for Consultant Services for Malad Gorge Rest Area, IM-84-3-(032)133, Key 3711, I-84, District 4. The Malad Gorge Rest Area project is programmed for FY98 in the Enhancement Program. The project consists of modifying the Tuttle Interchange eastbound off-ramp to allow access to the rest area, constructing the rest area and interpretive center, constructing parking lots for trucks, recreational vehicles, and automobiles; providing water/sewer disposal system improvements; and improving the westbound off-ramp and the county road to provide adequate access for westbound traffic. District 4 is unable to staff the design due to current work loads and the architectural aspects of this project. The estimate for a consultant to design the project is between \$400,000 and \$500,000.

Member Smith made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Malad Gorge Rest Area and Interpretive Center is programmed
TB96-20 for construction year 1998; and

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WHEREAS, the District work load does not permit the design of this project in a timely fashion; and

WHEREAS, the District has requested to utilize the private sector to design this project through the use of an engineering/architectural professional agreement; and

WHEREAS, the District will perform the following design duties: 1) complete all environmental documentation, 2) conduct all public hearings and/or meetings, 3) complete authority for project expenditures, 4) obtain any necessary permits, 5) complete appraisals and negotiations for right-of-way, 6) initiate any agreements with locals, utilities, and/or irrigation companies, and 7) advertise and administer the construction project; and

WHEREAS, the costs associated with this design are estimated to be over \$250,000 requiring Transportation Board approval.

NOW THEREFORE BE IT RESOLVED, that through the guidance of the Consultant Administration Unit, a request for statement of interest will be issued for the remaining work of the design of the Malad Gorge Rest Area and Interpretive Center; and

BE IT FURTHER RESOLVED, that a short list of consultants will be selected from the statements of interest to provide technical proposals for the design of the Malad Gorge Rest Area and Interpretive Center and negotiations shall commence with the most qualified consultant from the short list.

Due to a prior commitment, Chairman Winder left the meeting at this time. Member Smith chaired the meeting in his absence.

Delegation - Mountain Home Representatives. Mayor Don Etter provided a brief history of the Mountain Home Railroad Underpass project and showed a video of the current underpass. The poor condition of the pavement and the narrowness of the underpass were emphasized. The Mayor realizes the underpass is an expensive project but asked the Board to consider advancing it. Chamber of Commerce President Dr. John Bideganeta thanked the Board members for their time and also urged the Board to help the community by funding this project soon. City Engineer Paul Raymond emphasized the growth the area is experiencing, including the Mountain Home Air Force Base. He added that the level of service on this highway is F.

District 3 Engineer LeRoy Meyer explained the \$8.5 million railroad underpass project, key 3550, currently programmed in Preliminary Development. The design work is almost complete and the Department intends to start purchasing right of way later this year. Staff has been asked to develop a project to improve the pavement condition in the interim, until the full underpass project can be constructed. Member Smith thanked the group for its presentation.

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Presentation - Roadway Design Section. Doug Chase, Area Design Engineer, provided an overview of the Roadway Design Section's responsibilities. Some of the functions include project development and tracking; plans, specifications and estimates (PS&E); design standards; engineering support coordination with utilities; and consultant administration. The local roads and PS&E functions were recently consolidated into the Section. Purchase of and training on Computer Aided Draft and Design equipment, reorganizing, streamlining procedures, and improving customer satisfaction through partnering meetings and monthly project development meetings are some of the recent accomplishments of Roadway Design.

The Board members thanked Mr. Chase for the informative presentation. They added their appreciation for the Section's consolidation efforts.

WHEREUPON the Board meeting recessed at 4:20 PM.

March 15, 1996

The Transportation Board meeting reconvened at 8:10 AM at the Transportation Department in Boise on Friday, March 15, 1996. All members were present except Vice Chairman Mitchell.

Tour of Facilities. The Board members toured the Bridge and Right-of-Way Sections. The members were briefed on each area's responsibilities and visited with the employees.

Employee Service Awards. The Board recessed at 10 AM to participate in the employee service awards. Member Combo spoke on behalf of the Board.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 11:15 AM, Member McClure made a motion, seconded by Member McHugh, to meet in executive session to discuss legal issues. The motion passed unanimously.

The Board came out of executive session at 11:50 AM. No decisions were made.

Right-of-Way Negotiation Process and Options. Right-of-Way Manager Leonard Hill briefed the Board on the negotiation process. Concern has been expressed on the number of condemnations and associated court costs. He reported that less than five percent of right-of-way acquisitions go to condemnation. A 1988 national survey ranked Idaho as the fourth lowest state for total number of condemnations. The acquisition and appraisal process is structured around fairness. Staff has authority to settle for amounts up to \$150,000. Member Combo questioned this amount and asked staff to review the current policy and determine if this limit should be raised.

March 15, 1996

Both Washington and Oregon utilize an acquisition litigation specialist, or super negotiator, according to Mr. Hill. The Board asked for additional information on this method, including what role the Transportation Board has, what kind of authority the super negotiator has, and if there is a cap on the settlement amount.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 1:25 PM, Member Combo made a motion, seconded by Member McClure, to meet in executive session to discuss legal issues. The motion passed unanimously.

The Board came out of executive session at 1:40 PM. No decisions were made.

Member McHugh made a motion to submit a letter to the Governor with suggested veto language for SB1368, off-premise outdoor advertising signs. Member Miller seconded the motion and it passed unopposed.

Member Smith left the meeting at this time.

Ramifications to Counties' Proposal to Change Funding Distribution. At the January meeting, Bingham County Commissioner George Katseanes outlined proposed legislation to change the distribution formula for the counties. Staff was asked to review the proposal and determine any ramifications it may have.

Economics and Research Manager Doug Benzon explained the current formula. He stated that rural counties tend to receive more revenue from motor vehicle registrations than more-populated counties because rural counties have a higher percentage of trucks, which cost more to register.

Annual Report on Civil Rights Activities. Kintu Nnambi, Chief of Civil Rights, summarized his bureau's responsibilities, consisting of the internal affirmative action program, the Title VI program, Americans with Disabilities Act, the Disadvantaged Business Enterprise (DBE) Program, Native American supplemental funding, the contract compliance program, and the on-the-job training program. Some of the FY95 accomplishments include a slight increase in the percentage of minorities and women in ITD's workforce; 13 contract compliance reviews conducted, with three contractors found in non-compliance; 202 DBE firms certified by the Department; and 11% of federal aid contracts awarded to DBE firms, which exceeded the Department's goal of 10%.

Presentation - Policies and Procedures. Policies and Procedures Coordinator Susan Bale described the Department's policies and procedures. Although her main focus is on board and administrative policies, director's memorandums, and department procedure manuals, these documents are impacted by and coordinated with federal and state laws, administrative rules, departmental memorandums, and new releases and newsletters.

March 15, 1996

Additional Projects for FY97. Because of the recent passage of HB825, increasing the Department's revenue, Member McHugh made a motion to authorize the Director to determine which surface rehabilitation projects should be advanced to the FY97 program to utilize these additional funds. Member McClure seconded the motion and it passed unanimously.

Members McHugh and Miller left the meeting at this time.

Video - New Employee Orientation. Senior Human Resource Specialist Karen Sparkman briefed the Board on the team's approach to develop the new employee orientation video. She emphasized the importance of a new employee orientation package because it keeps the turnover rate down, results in a higher productivity level sooner and a higher level of job satisfaction, and keeps employees' frustration level lower.

After viewing the video, the Board commended staff on the excellent product and thanked them for the time devoted to developing the new employee orientation package.

WHEREUPON, the regular monthly Board meeting officially adjourned at 3:30 PM.



CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
April 11, 1996
Lewiston, Idaho

March 15, 1996

REGULAR MEETING AND DISTRICT TWO TOUR OF THE IDAHO TRANSPORTATION BOARD

April 11-12, 1996

The Board meeting and District Two Board tour officially began at District Two, 2600 North and South Highway in Lewiston at 8:00 AM on Thursday, April 11, 1996. The following principals were present:

Chuck Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member - District 1
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member - District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Jim Carpenter, District Two Engineer
Jack Coe, Administrator - Federal Highway Administration

March 14-15, 1996 Board Minutes. Member Smith made a motion to approve the minutes of the Board meeting held on March 14-15, 1996, as corrected. Member Miller seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
May 9-10, 1996 - District 4
June 19-21, 1996 - District 3
July 18-19, 1996 - District 1
August 15-16, 1996 - District 5

Consent Calendar. Vice Chairman Mitchell made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:
RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves
TB96-21 the following items on the consent calendar: highway bids; implementation of Board Policy B-27-05, Classification and Maintenance of State-owned and/or Operated Airports; implementation of Board Policy B-27-09, Airport Caretakers; nominations to the Public Transportation Advisory Council and Regional Public Transportation Advisory Committees; quarterly report on legal actions; professional agreements report; and financial statement.

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1) Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

BRF-5141(006), key 2219 - Benewah Creek Bridge, Chatcolet, Benewah County, District 1. Low bidder: N.A. Degerstrom, Inc., Spokane, Washington - \$664,635.75.

IM-84-1(030)35 and BHM-7343(001), keys 5361 and 3538 - Interstate bridge repair I-84 and I-184, and Boise River Bridge, Fairview Avenue, Boise; Ada and Canyon Counties, District 3. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$1,709,122.45.

NH-2390(105), key 5138 - Shoshone South, Stage 1, US-93, Jerome and Lincoln Counties, District 4. Low bidder: DeAtley Company, Inc., Lewiston, Idaho - \$2,449,915.03.

IM-15-1(113)39, key 6214 - Arimo to Merrill Road Interchange, I-15, Bannock County, District 5. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$287,626.40.

ST-6470(608), key 5273 - Dumpground Road to Wood Road, US-20, Fremont County, District 6. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$860,513.80.

NH-1480(106), key 6286 - Nounan Road to Bennington, US-30, Bear Lake County, District 5. Low bidder: LeGrand Johnson Construction Company, Logan, Utah - \$713,996.

STP-6500(106), key 6328 - Palisades Guardrail Improvement, US-26, Bonneville County, District 6. The low bidder was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate is based on the Average Unit Price Report for District 6 projects and past bidding history of projects of similar nature for standard items. The District believes that this method of estimation accurately reflects the cost of performing the work. The bids generally compare well with the engineer's estimate with the exception of seven items, however, the low bidder's prices compare very well with the other bidders. The District has examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage of. The overall prices for the items on this contract are not unreasonable. It is the District's desire to award the project.

The Board concurred with staff's recommendation to award the bid. Low bidder: C.P. Morgan Company, Inc., Orem, Utah - \$95,511.75.

STP-F-3271(033), key 2027 - Eagle Alternate Route, SH-44, Ada County, District 3. Low bidder: Western Construction, Inc., Boise, Idaho - \$5,299,094.56.

IM-15-3(082)119, key 1603 - Idaho Falls to Osgood, I-15, Bonneville County, District 6. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The bids generally compare well with the engineer's estimate with the exception of six bid

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items, and the low bidder's prices compare very well with the other bidders for standard items. It is assumed that the large size of the project makes for better bid prices on some items. The District has examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage of. The overall prices for the items on this contract are not unreasonable. It is the District's desire to award the project.

The Board concurred with staff's recommendation to award the bid. Low bidder: LeGrand Johnson Construction Company, Logan, Utah - \$2,784,202.50.

2) Approval of Board Policy B-27-05, Classification and Maintenance of State-owned and/or Operated Airports. New Board and Administrative Policies have been developed to have the Director, in coordination with the Aeronautics Administrator and the Aeronautics Advisory Board, define the use of state-owned and/or operated state airports and establish corresponding levels of maintenance.

3) Approval of Board Policy B-27-09, Airport Caretakers. New Board and Administrative Policies have been developed to allow hiring temporary employees to maintain and protect department property at state-owned and/or operated airports. The Board Policy requires the Director, in coordination with the Aeronautics Administrator and the Aeronautics Advisory Board, to establish minimum airport caretaker responsibilities and the written lines of authority that the caretaker is charged to maintain.

4) Appointments to Public Transportation Advisory Council (PTAC) and Regional Public Transportation Advisory Committee (RPTAC). Lance Clow and Karen McGee were appointed as District 4 and 5 PTAC members, respectively. Appointed to the District 1 RPTAC were Ken Korczyk and George Bloomsburg; District 2 - Judith Cuddy and Loretta Halfmoon; District 3 - Elwin Grout, John Thomas, and Monte Munn; District 4 - Lynn Hughes and Dwinelle Allred; District 5 - Sister Anthony Marie Greving and Norman Pumphrey; and District 6 - Ken Myers and Denise Myler.

5) Review of pending legal cases.

6) Professional agreements report. Payments for engineering consultant agreements amounted to \$97,406.92 during March 1996 and general consultant agreements equalled \$13,365.00 for a grand total of \$110,771.92.

7) ITD's financial statement through March 31.

Additional Bid: STP-7243(100), Key 5546 - Diversion Dam Bicycle Rest Area, SH-21, Ada County, District 3. The low bidder was more than 25 percent under the engineer's estimate, requiring justification. There were eight bidders for this project's more recent contract letting, which was an increase over the three bidders at the original letting in April 1995. The increased number and different bidders than had bid in 1995 is considered to

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represent a more competitive bidding environment with lower bid prices in 1996. The close proximity between low bids verifies the low bidder's responsiveness. The 1995 engineer's estimate was set by the consulting architect's recommendation. When that low bid came in 55 percent over the engineer's estimate, it was determined to reject those bids and rebid the project after the project had been analyzed by the sponsor, Department of Parks and Recreation, for possible cost savings. The result of that project value analysis was to provide for bid alternatives made up of the structure alone, the external septic system, and the exterior masonry benches. The project estimate was revised upward accordingly.

Because the project is small, Vice Chairman Mitchell asked why a consultant was needed to design the project. Chief Engineer Ross stated that this is a local project and the Department is only administering it.

Member Mitchell made a motion to concur with staff's recommendation to award the bid. Member McClure seconded the motion and it passed unopposed. Low bidder: Brice Construction, Meridian, Idaho - \$95,649.

Revisions to Board Policy B-01-09, Authority to Sign Contracts, Agreements, and Grants and their Registration. Minor changes were made to the Board Policy, however, the corresponding administrative policy was revised to add grant criteria and replace the old local roads criteria with new state/local, cooperative, and road closure and maintenance agreement criteria. Member Smith questioned the Board's review and approval of road closure and maintenance agreements. Chief Legal Counsel Steve Parry explained these agreements are a result of prior Board action on projects, resulting in the necessary agreements.

Member Smith made a motion to approve the revisions to Board Policy B-01-09, Authority to Sign Contracts, Agreements, and Grants and their Registration and to amend Administrative Policy A-01-09, Authority to Sign Contracts, Agreements, and Grants and their Registration, to indicate certain state/local agreements are initiated after Board action. Member Miller seconded the motion and it passed unanimously.

Board Items. A Waste Tire Grant Account was established in 1991 and is administered by the Division of Environmental Quality. Any moneys in this account which are unexpended or unencumbered on June 30, 1996, shall be transmitted to the State Highway Account. Member Smith initiated a letter from Chairman Winder and himself to Representative Stubbs encouraging the review committee to focus on the statute and encouraging the members to salvage as much of that money for the State Highway Account as possible.

Member Combo made a motion, seconded by Member McClure, and passed unanimously, to support the request to Representative Stubbs.

Member Smith provided background information on the employee survey conducted by the Board in 1991. Although the intention was to do a follow-up survey two years later, that

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has never been completed. Member Smith suggested another employee survey be done using the same questions. He also suggested utilizing Boise State University for this endeavor. Because the members did not have a copy of the previous survey, further discussion on this issue was deferred until the May meeting.

Occasionally a state gravel source is not used in a five-year period, resulting in the necessity to acquire a new use permit. Member Miller questioned developing legislation to exempt the state from this process. Another issue of concern is small contractors that don't own sources. If no state source is available, the contractor is at a disadvantage.

The Planning Division is preparing a report on zoning permit requirements statewide, according to Director Bower. This study will focus on the current statute, exemptions, and a recommendation on proposing legislation. The Department is also analyzing whether it is beneficial to own sources. Staff will report on these two issues at the August meeting.

Member McHugh mentioned a letter he received from Representative Pischner emphasizing the importance of funding highway construction projects with the recently-approved increase in revenue. Director Bower reiterated that the additional money will go to the roadway, and the Department is tracking the projects from these funds through a restricted account.

Delegation - Floyd Harvey. Mr. Harvey, a resident of the area, provided background information on the radio site he began leasing from ITD in 1988 at Lewiston Hill. Currently, he is subleasing the site from Cellular One. He has now been informed that his guidewires are on the highway right-of-way and has been asked to either remove the guidewires or install guardrail along this segment. Mr. Harvey questioned why no other utilities are subject to the same requirement and whether ITD should even have oversight on this land.

Another issue of concern to Mr. Harvey is Turkey Island. He considers this once pristine Clearwater River island along US-12 an eyesore because of the unsightly mess left by the Department. He believes this area would be an ideal location for recreational access to the Clearwater River. Mr. Harvey thanked the Board members for their time.

Chairman Winder told Mr. Harvey that most of the Board members viewed these two sites last night, so are familiar with these issues. The Board took Mr. Harvey's comments under advisement. (See later minute entry.)

Delegation - Yvonne Ferrell, Director, Department of Parks and Recreation (IDPR). Because the legislature did not approve IDPR's request for FY97 funds to maintain the Coeur d'Alene Lake Drive Trail, Director Ferrell requested assistance from ITD in the amount of \$35,000. The legislature did approve FY97 general funds to assist IDPR with the cleanup and repair from the recent flood damage. A portion of these general funds is to be dedicated permanently to the Coeur d'Alene Lake Drive Trail starting in FY98.

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Member Smith made a motion, seconded by Member Mitchell, to direct staff to find a source of funds in the amount of \$35,000 for the maintenance and operation of the Coeur d'Alene Lake Drive Trail for FY97. The motion passed unopposed.

Director Ferrell thanked the Board members for their assistance. Jeff Youtz, Legislative Services Office, advised the Board that the Joint Finance and Appropriations Committee will be touring the trail in June and invited the Board to join the group.

Lewiston Hill Radio Tower Site, Revisited. Member Smith made a motion, seconded by Member Combo, to suspend action on Mr. Harvey's radio tour and guidewires encroaching on the highway right-of-way until the current lease expires. At that time, the issue shall be revisited. The motion passed unopposed with Vice Chairman Mitchell abstaining.

Chairman Winder recognized Senator Sweeney and thanked him for his support and outstanding efforts on behalf of the Transportation Department.

Weekly Clipping Book. The Office of Public Affairs produces and distributes a weekly clipping book with the clips provided through a vendor. Internally, 80 copies are distributed, while 10 are distributed outside ITD by request. The clipping books give the department managers an excellent overview of transportation issues statewide. Program managers use the clipping books to identify misconceptions, areas to improve, and to gain insight into what the public thinks about the program service. The Office of Public Affairs' staff utilizes this service by monitoring the issues important to the media; determining whether the issue is local or now a statewide concern; reviewing how effective the Department's press releases are; and tracking reports covering transportation issues. The clipping books are used as teaching tools in training as well and serve as background for further stories, historical research, legal, and audit purposes.

Office of Public Affairs Manager Jeff Stratten recognized that the clippings are not current by the time the Board members receive them. He stated that technology will improve the clipping service industry in time and added that two Idaho newspapers have internet on-line editions available.

Due to the expanded Board, Vice Chairman Mitchell believes each member is better informed of the area represented and questioned the benefits of this service. He understands that the clipping service would be valuable to the Department's managers, but not to the Board members. The timeliness of receiving the clips was also a concern. Member Combo expressed his interest in receiving the clippings, especially since it contains statewide information. The consensus of the Board was for those who no longer wish to receive the weekly clippings to notify staff and have their names removed from the mailing list.

Speed Limit Changes. On May 1, 1996 the maximum allowable speed limit in Idaho becomes 75 miles per hour on interstate highways and 65 m.p.h. on other routes. However, the actual posted speed limit for each highway is required by Idaho Code to be established by the

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Transportation Board based upon an engineering and traffic investigation. The appropriate studies have been completed for the interstate and some non-interstate National Highway System (NHS) routes, law enforcement agencies have been consulted, and each district has submitted its recommendations for speed limit changes. Traffic Engineer Greg Laragan emphasized that the Department will be monitoring the effects of the increased speed limits and will make changes accordingly.

Member Miller made a motion, seconded by Member Combo, to approve the following two resolutions:

RES. NO. WHEREAS, the best overall safety is achieved when all traffic, including trucks
TB96-22 and passenger vehicles, travels at a uniform speed; and

WHEREAS, a recent national study has shown that different speed limits for cars and trucks have little effect on the actual differences in speeds traveled by each type of vehicle; and

WHEREAS, fewer than one-fourth of the states nationwide have adopted different speed limits for cars and trucks.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board does hereby agree that speed limits should be uniform for cars and trucks, and that the posted speed limits on the state highway system in Idaho shall be applicable to all types of vehicles.

RES. NO. WHEREAS, there is no data available that indicates that reduced nighttime speed
TB96-23 limits result in a reduction of nighttime accidents; and

WHEREAS, different speed limits for day and night are hard to enforce; and

WHEREAS, fewer than one-fourth of the states nationwide have adopted different speed limits for day and night.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board does hereby agree that the posted speed limits on the state highway system in Idaho shall be applicable at all times of day and night.

Vice Chairman Mitchell voiced concern on speed limits remaining the same for both day time and night time, partly because Idaho State Police (ISP) has less officers on patrol at night. He said more accidents happen at night and questioned ISP's and the Emergency Medical Service's (EMS) ability to respond to accidents at night. Colonel Strickfaden, ISP, admitted that different day and night time speed limits are harder to enforce, although traveling is more hazardous at night.

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Member McClure believes the Board needs to rely on the engineering studies and the recommendations made by staff.

The motion passed five to one with Vice Chairman Mitchell opposing.

Member Combo made a motion, seconded by Member Miller, to approve the following resolution:

RES. NO. WHEREAS, by virtue of Section 49-201(4), Idaho Code, the Idaho
TB96-24 Transportation Board may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe maximum speed limit upon any part of the interstate highway system, not exceeding a maximum limit of seventy-five (75) miles per hour on interstate highways; and

WHEREAS, based upon engineering and traffic investigations, the portions of interstate routes indicated on Exhibit 158, which is made a part hereof with like effect, have been recommended by Idaho Transportation Department staff for speed limit increases.

NOW THEREFORE BE IT RESOLVED, that it is hereby determined and declared that the maximum speed limits designated in Exhibit 158, over and upon the portions of the Interstate System described in Exhibit 158, be and hereby are the reasonable and safe maximum speed limits thereon and shall henceforth be effective at all times during the hours of daylight and darkness.

The motion passed five to one with Vice Chairman Mitchell opposing.

Discussion followed on increasing the speed limits on a number of NHS routes. Vice Chairman Mitchell would like to provide Law Enforcement, EMS representatives, and the general public an opportunity to comment on the proposed changes and take action on staff's recommendations at the next meeting. Member Combo stated that Law Enforcement personnel and an EMS representative were involved in the review of District 6 routes. He added that the engineering aspects and design standards, which staff has analyzed, need to be considered.

Chairman Winder asked if the public is already driving the recommended limits. Colonel Strickfaden stated that the speed has increased, partly because people drive according to what they believe ISP's tolerance is, and because of the perception that the increased speed limits are already in effect. He believes there will be more accidents and more serious accidents with the increased limits. Senator Sweeney encouraged ISP to allow very little tolerance for speeders and advocated stiffer fines for speeding.

Member Miller made a motion, seconded by Member McClure, to approve the recommended speed limits on the NHS routes as proposed by staff, as shown in Exhibit 158, which is made a part hereof with like effect.

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Vice Chairman Mitchell made a substitute motion to delay action on the NHS routes until next month. Member Smith seconded the motion. Vice Chairman Mitchell would like to allow the public an opportunity to comment on staff's proposed changes.

The vote being tie, three to three, Chairman Winder voted against the motion. It failed three to four.

The question on the previous motion was called and it passed four to two with Vice Chairman Mitchell and Member Smith opposing.

Chairman Winder directed staff to continue evaluating the process, to establish benchmarks of review, and report the impacts of the increased speed limits to the Board in three month, six month, and 12 month intervals. The consensus of the Board was to support and encourage stiffer fines for speeding.

The Board members expressed concern on the process to notify the public of the action taken. Mr. Stratten is to develop a plan to release this information. (See later minute entry.)

Railroad Grade Crossing Protection Account. To date, seven railroad grade crossing protection projects have been obligated in FY96 with another project proposed to be obligated. This will leave a balance of \$176,219 in this account. The Board also reviewed the rail-highway motor vehicle incidents and the list of FY97 priority crossings.

Regraveling the Gilbert Grade, SH-7, District 2. During the recent flood in February, three major slides occurred on SH-7 along Gilbert Grade. Emergency Relief funds have been approved to correct these slides and resurface approximately one mile of associated roadway. One slide correction will require realigning the roadway by making a rock cut into the bank that will produce excess rock. Due to the saturated surface, very little gravel remains on this 12.5 mile gravel highway. The district requests that unallocated State funds be made available to take advantage of the existing excess rock on site by crushing it and resurfacing the entire roadway with gravel.

Member Combo made a motion, seconded by Vice Chairman Mitchell, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, it is in the interest of the state of Idaho to maintain a gravel surface
TB96-25 on SH-7 for public transportation use; and

WHEREAS, saturated subgrade conditions this spring have caused excessive loss of aggregate; and

WHEREAS, a 100% federally-funded repair project will be creating an excess of available rock; and

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WHEREAS, appreciable savings are possible; and

WHEREAS, funds are available in the FY97 State Program.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves \$200,000 for this project from the FY97 unallocated fund in the State Program, with the work to be done concurrently with the FHWA Emergency Relief project.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 12:05 PM, Vice Chairman Mitchell made a motion, seconded by Member McHugh, to meet in executive session to discuss legal issues with Chief Legal Counsel Steve Parry. The motion passed unanimously.

The Board came out of executive session at 1:20 PM. No decisions were made.

Conference Call with Governor Batt. The Governor and Board members discussed the following topics during a telephone conference call: repairing damages from the flood in northern Idaho earlier this year, and the task force on intermodal commercial freight transportation. Chairman Winder thanked Governor Batt for his assistance and support on House Bill 825, increasing the fuel tax and registration fee.

Highway Development Program Supplement 96-4. Highway Programming Manager Dave Amick explained the changes to the Highway Development Program outlined in supplement 96-4. Those revisions include: reducing the FY96 federally funded Highway Development Program by approximately \$16.2 million to match the obligation limitation of \$105.7 million; advancing minor pavement rehabilitation projects into FY97 to restore the annual commitment to accomplish \$21.4 million in minor rehabilitation projects; adding a Restricted State-Funded Highway Development Program to implement minor rehabilitation projects utilizing \$11.8 million appropriated by the Idaho Legislature for FY97; adding Emergency Relief Highway Development Programs to implement flood damage repair projects for the November north Idaho flood utilizing \$1,957,000 in Emergency Relief Federal-aid allocation received in March, and flood damage repair projects for the February north Idaho flood utilizing \$6 million in Emergency Relief Federal-aid allocation received in March; requesting concurrence with the FY96-2001 Federal Lands Highway Development Program approved by the Western Federal Land Highways Division in March; adding two proposed new FY97 projects to the State-funded Program under the unallocated account; and updating the cost of existing projects to current costs.

Member Smith made a motion, seconded by Member Combo, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Transportation Department to
TB96-26 publish and accomplish a current, realistic and fiscally constrained Highway
Development Program; and

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WHEREAS, the Department maintains an annual commitment to accomplish \$21.4 million in minor pavement rehabilitation projects; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal and State highway funding; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a three year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, the FY96 Federal-aid formula obligation limitation is \$105.7 million, a reduction of \$16.2 million from the \$121.9 million level estimated during the September, 1995 Board approval of the Highway Development Program; and

WHEREAS, the proposed changes in Supplement 96-4 to the FY1996-2000 Highway Development Program bring the FY96 Program within the current obligation limitation; and

WHEREAS, the Department is rapidly developing permanent flood repair projects in response to the November 1995 and February 1996 North Idaho floods; and

WHEREAS, the Department has received to date a total of \$7.9 million in Federal-aid Emergency Repair funds for the North Idaho floods and has requested an additional \$4.6 million; and

WHEREAS, the Idaho Legislature has established a "Restricted Highway, Bridge and Railroad Crossing Maintenance, Repair and Construction Fund" and established additional taxes to provide revenues for the fund; and

WHEREAS, the Department has provided testimony to the Idaho Legislature committing to accomplishing at least \$10 million annually in minor pavement rehabilitation projects with funding provided from the above "Restricted" fund; and

WHEREAS, the Idaho Legislature has provided the Department a total FY97 appropriation of \$11.8 million for highway construction and operations from the above "Restricted" fund.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY1996-2000 Highway Development Program itemized and explained in Highway Development Program Supplement 96-4, as shown in Exhibit 159, which is made a part hereof with like effect, and authorizes staff to make the appropriate changes to the FY1996-98 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

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BE IT FURTHER RESOLVED, that the following new Highway Development Programs described in this Supplement are established and approved:

1. an Emergency Relief Program for the North Idaho November 1995 flood;
2. an Emergency Relief Program for the North Idaho February 1996 flood; and
3. a Restricted State-Funded Highway Development Program.

Oregon Trail Museum Project, Montpelier, Key 5550, District 5. Representatives from the city of Montpelier have requested that the Department award the contract for the Oregon Trail Museum project, and allow them to provide a letter-of-credit for a portion of their share of the funds for the project, which should save them approximately \$10,000 in interest during the life of a construction loan. The Legal and Financial Services Sections have reviewed the situation and concluded that ITD is constitutionally prohibited from spending State funds off system or from extending credit. They also concluded that a properly executed letter-of-credit in ITD's name is a legally acceptable means of securing the Department's interests.

Member Miller made a motion, seconded by Member McHugh, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991
TB96-27 (ISTEA) requires that ten percent of each State's Surface Transportation
Program be spent on projects which qualify as enhancement activities as
outlined in Section 1007(c) of the ISTEA; and

WHEREAS, the Oregon Trail Museum Enhancement Project was approved for funding in FY94, with an increase in funding approved at the March 14, 1996, Transportation Board meeting; and

WHEREAS, the City of Montpelier has not provided the matching funds for the project as required by the State/Local Agreement; and

WHEREAS, the City of Montpelier has not provided the irrevocable letter-of-credit which they indicated they would provide for a portion of their share of the funds for this project; and

WHEREAS, the Department is prohibited from using State funds, or extending credit, for projects off the State Highway System; and

WHEREAS, the Local Public Agency Guidelines require that the match be in place prior to advertising local projects; and

WHEREAS, it is not in the best interests of the State to proceed with the Oregon Trail Museum Enhancement Project without the local matching funds in place.

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NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Department will not proceed with this project without the local matching funds or an irrevocable letter-of-credit from the City of Montpelier.

Notice of Appeal, S. A. Gonzales Construction, Inc., Key 4175. Member McHugh made a motion, seconded by Vice Chairman Mitchell, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, S. A. Gonzales Construction, Inc., has filed a Notice of Appeal to
TB96-28 the Idaho Transportation Board from the denial of a contract claim by the Chief Engineer of the Department; and

WHEREAS, the contract claim is for additional compensation for project no. ER-F-3271(055), key no. 4175, Horseshoe Bend Hill to Horseshoe Bend; and

WHEREAS, the Department's Chief Engineer has fully investigated the claim and determined that there is no additional entitlement due the contractor.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board waives its right to review the claim pursuant to Section 105.17 of the Standard Specifications for Highway Construction.

Condemnation, Wye Interchange, Project IR-184(8)0, Key 2520, District 3. Vice Chairman Mitchell made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Transportation Department has filed a condemnation in Ada
TB96-29 County known as State v. Jardine; and

WHEREAS, this condemnation is to acquire parcel no. 35, project no. IR-184(8)0 Wye Interchange.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes the Legal Section to make an offer of settlement in this case in the amount of \$230,000.

Support Congressional Supplemental Appropriation Bill. The U. S. Congress has pending supplemental appropriation bills to fund further emergency repairs to highways and roads in Idaho, Oregon, and Washington as a result of the February floods.

Member Smith made a motion, seconded by Member Miller, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the State Highway System has experienced a considerable amount
TB96-30 of damage due to floods in February 1996; and

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WHEREAS, the federal government has authorized \$6.47 million in emergency flood relief to make needed repairs to the State Highway System; and

WHEREAS, the Idaho Transportation Department has identified an additional \$4.61 million in needed flood-caused repairs to the State Highway System; and

WHEREAS, the United States Congress has pending before it a supplemental appropriation bill to fund further emergency repairs to highways and roads in Washington, Oregon, and Idaho.

NOW THEREFORE BE IT RESOLVED, that the Chairman of the Idaho Transportation Board is authorized to contact the Idaho Congressional Delegation and seek their support of the supplemental appropriation.

Plans for Public Notification on Increasing Speed Limits. Because of the Board's expressed concern in notifying the public of the change in speed limits, Mr. Stratten outlined the Department's plans for notification. ISP will prepare a press release emphasizing the current limits will be enforced until the new speed limit signs are erected. ITD will issue a news release, along with a map, outlining the new limits the Board set today. ITD and ISP will coordinate a press conference in each District on May 1 when the new speed limits are posted, with emphasis on safety and enforcement.

Board Items, Continued. Because Chairman Winder is charged with overseeing the Board, he would like to be kept informed of the members' reimbursable expenses and number of days worked. Member McHugh made a motion, seconded by Vice Chairman Mitchell, authorizing the Chairman to review and initial the expenses and salaries of the members. The motion passed unopposed.

Earlier, Member McClure asked the Department for a list of permits and licenses it administers, and specifically if the Department recovers its cost on these fees. Because the State Highway Account is subsidizing some of these permits and licenses, he questioned if the Department should propose legislation increasing these fees to allow ITD to cover its costs.

Senator Sweeney commented that the Transportation Committee members believe the fees should cover the administrative costs. Member McClure asked staff to take this under advisement and consider options to resolve this issue.

Delegation - City of Moscow. Moscow City Supervisor Gary Riedner provided a status report on the South Couplet project. He reaffirmed the city's commitment to this project and encouraged the Department to keep it on schedule. Mr. Riedner gave an update on the Mountain View Road project. Since the bond failed, the city is seeking other options for its match, and he voiced concern that if funds aren't found soon, the project may drop from the FY97 Enhancement Program. Director Bower stated that ISTEA expires in 1997 and the Enhancement Program may not be continued in 1998.

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Mr. Riedner also reiterated the city's earlier request for a traffic signal at US-95 and Styner Avenue. DE Carpenter expressed apprehension with a signal at this location, which is at the top of a hill. He believes a signal may cause safety concerns and added that if the South Couplet project is completed, a signal at Styner Avenue may not be necessary.

Mr. Riedner, City Councilwoman Pam Palmer, and City Planning Director Dale Pernula thanked the Board members for their time.

Delegation - Greater Lewiston Area Transportation Committee and City of Lewiston. Dave Doeringsfeld, Lewiston Port Manager, reported on the recently-organized Greater Lewiston Area Transportation Committee. The Committee is interested in working with the District Office on funding and transportation issues in the region, and prioritizing area projects. Although the 11 member Board is in a learning mode, it hopes to be up-to-speed soon and is looking forward to working with ITD.

Chairman Winder thanked Mr. Doeringsfeld for the report and believes this Committee will be beneficial to the District.

Lewiston City Manager Jan Vassar reported on several projects and stressed that the projects were possible due to the partnering efforts with ITD. The last element of funding for the East Main Street project is in place and the final design has been submitted to the District Office. Ms. Vassar emphasized the cooperation from individuals, businesses, and state agencies on this project and thanked the District staff for their involvement and teamwork. City Council Member Mark Arneson added his appreciation to the Board and ITD for the assistance with the East Main Street project. DE Carpenter stated that this FY97 project is on schedule.

The preliminary design for Bryden Canyon has been completed and the environmental plan has been submitted to FHWA. The final design on this Demonstration project should be completed this fall and construction is expected to start next spring. The city's next major project will probably be Snake River Avenue, according to Ms. Vassar. This avenue is a vital link to US-95 and the storm drainage is inadequate.

Chairman Winder thanked the delegation for the reports and expressed appreciation for the cooperative working relationship with the District. He recognized Representative Judd and thanked her for attending the meeting.

Delegation - Captain Jack Marshall, Chairman, Idaho Traffic Safety Commission. Captain Marshall thanked the Board members for the opportunity to meet with them and reported on the activities of the Idaho Traffic Safety Commission. Chairman Winder summarized the earlier Board discussion and action on increasing speed limits and asked Captain Marshall to consider funding more EMS projects. Captain Marshall explained the funding formula the Commission is required to follow when setting project priorities, and added his appreciation for the Board's concern.

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The Board thanked Captain Marshall for his service on the Traffic Safety Commission.

Director's Items. The Governor asked the Board to assemble a task force to study issues concerning the different modes of transportation for commercial freight within and through Idaho. Areas to be addressed include the relationship between these different modes of transportation, their relative effect on the state's infrastructure, and the proper role of the state in intermodal commercial freight transportation.

Member McHugh made a motion to support the task force membership compiled by staff with revisions by the Board. Member Combo seconded the motion and it passed unanimously.

Vice Chairman Mitchell made a motion, seconded by Member McClure, to appoint Chairman Winder as chair of the task force. The motion passed unopposed.

Sue Higgins, Secretary to the Board, reported the expected impact on her current position of being a hearing officer for the Department. Because the Department will have six hearing officers to utilize, Ms. Higgins does not anticipate a lot of her time will be spent on hearings. She believes being a hearing officer will help expand her contacts with elected officials, which should be beneficial in her position.

The consensus of the Board was to allow Ms. Higgins to be a hearing officer at one hearing this year as long as it doesn't conflict with Board meetings and on a one-year trial basis.

A few years ago, the bridge at John's Hole in Idaho Falls was redecked. Member Miller recently traveled through that intersection and reported that traffic was backed up on to I-15 at this exit. He asked if the Department looks ahead to the future needs of the area impacted by a project when the project is being designed. Chief Engineer Ross explained the John's Hole project was a complete rebuild, which is very expensive. Projects could often be extended based on need, but due to costs, must be kept to a minimum. Federal standards must also be adhered to when federal-aid is involved.

The Board asked staff for a report on the feasibility of or plans for a signal at the John's Hole intersection.

Spectra Productions - Ada County Fair Grounds - Temporary Supplemental Lot Vehicle Dealer Violations. Recently, several dealers received non-compliance warnings for failing to purchase a temporary supplemental lot license at a recent show at the Ada County fair grounds. Some were then charged supplemental lot fees and allowed to remain at the sale while others were asked to refrain from sales activity at the show.

The Division of Motor Vehicles' policies and procedures regarding temporary supplemental lot vehicle dealer violations are based on Idaho Code and Administrative Rules.

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The Department's practice is to contact the licensed vehicle dealer at the principal place of business to discuss the complaint. Staff does not interrupt the sales activity at the location of the complaint, nor actively pursue violations unless a complaint is received.

The Dealer Advisory Board was scheduled to review the temporary supplemental lot license issue at its meeting earlier this month, however, interest has been expressed in recommending changes to the administrative rule allowing dealers to go beyond the adjacent county restriction if they have a manufacturers franchise agreement or there is no current franchise agreement that covers the location of the sale. Legal Section's preliminary review indicates the change in rule would not be in violation of Idaho Code.

Director's Items. Montana Senator Baucus is planning to hold meetings in Montana this summer to discuss the reauthorization of ISTEA. The five-state coalition that Idaho is a member of is planning to be involved in the panel discussions.

The Division of Aeronautics has reported an increase in the airplane pool usage. Some agencies were referred to charter companies because Aeronautics was unable to handle all of the requests.

A public hearing was held last month on the I-84 Isaac's Canyon interchange project. No negative comments were received and the project is proceeding.

Director Bower briefed the Board on the suggested changes to the state's travel policies. The Department has submitted its comments on the draft.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 4:40 PM, Vice Chairman Mitchell made a motion, seconded by Member Combo, to meet in executive session to discuss personnel issues. The motion passed unanimously.

The Board came out of executive session at 5:15 PM. No decisions were made.

Member McHugh made a motion, seconded by Vice Chairman Mitchell, to approve the raises for FY97 as proposed by the Director. The raises are based on a 4% increase for excellent ratings, 3.5% for above standard, and 3% for standard.

WHEREUPON the Board meeting recessed at 5:15 PM.

April 12, 1996

The Transportation Board meeting reconvened at 8:00 AM at the District 2 Office in Lewiston on Friday, April 12, 1996. All members were present, as were Senator Sweeney and Representative Judd.

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The group departed Lewiston via US-12 east and SH-3 north, viewing washout problems on SH-3 and the Kendrick Main Street project scheduled in FY97.

The Board members visited a number of maintenance employees at the Kendrick maintenance shed. They thanked the employees for the hard work and extra efforts during the February floods and in the cleanup and repair following the disaster.

The Board members viewed more flood damage and repair efforts as they traveled SH-3 south and US-12 east to Peck.

Delegation - Local Officials. Nez Perce County Commissioner Jim Soyk thanked the Board for scheduling the meeting with local officials. The Reubens-Gifford Road, under local jurisdiction, is used as an alternate route when US-95 is closed, according to Commissioner Soyk. He asked the Board to consider designating the county road as an alternate route. Neal Flowers, Nez Perce County Engineer, said the weather and increased traffic are hard on the road. Last year two miles were matted and plans were to continue matting the road this summer, however, the funds are not available at this time.

Staff is studying the amount of traffic detoured to the Reubens-Gifford road during the recent flooding on US-95 and the effects of the increased traffic. DE Carpenter said that the route was identified as receiving flood damage and may be eligible for Emergency Relief (ER) funds. Jack Coe added that FHWA will review the request for ER funds.

Lewis County Commissioner Laurine Nightingale said she travels the road a lot and the traffic has increased considerably over the last ten years, especially truck traffic. Senator McLaughlin thanked the Board for its visit to Peck and reiterated the need for assistance on this county road.

Director Bower said only routes on the state's system can be designated as alternate routes. After the analysis on the Reubens-Gifford Road is completed and reviewed, staff will determine if assistance can be provided to repair the road, however, no funds would be available for the ongoing maintenance of the road.

Senator Sweeney reminded the local officials that the legislature increased the fuel tax and registration fees, which will provide additional revenue to the county's system in FY97. Senator McLaughlin said traffic on local roads is increasing statewide and asked the Department to consider options to address this increase in traffic.

Clearwater County Commissioner Jim Wilson asked if SH-7 could be paved with the ER funds the Department is anticipating receiving. DE Carpenter said ER funds are only available for the portion of road damaged by the flood and would not be available to pave the highway. He added that yesterday the Board approved a project to regravels SH-7. A project bringing the road up to current standards would be very costly, but regravelling the road will help significantly.

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Representative Cuddy thanked the Board for touring the area. He encouraged the Department to improve SH-7.

Commissioner Wilson believes the construction project on Greer Grade, SH-11, will adversely impact the county's Grangemont Road. The Department has not determined how traffic in the area will be handled during the SH-11 project, although DE Carpenter said that during the last slide, the highway did remain open.

City of Orofino Mayor Roy Clay expressed appreciation for the Orofino Bridge project in FY97 and the Orofino to Ahsahka project. Commissioner Wilson complimented ITD on its response during the flood and in reopening so many roads in such a timely manner. Senator Sweeney echoed those comments and extended the compliments to the response provided on the US-12 slide last November. He added that many employees went above the call of duty in responding to those disasters.

On behalf of the community of Peck, Clerk-Treasurer Sharol Mecham thanked County Engineer Flowers and his department for their response and extra efforts during the flood. Mayor Clay added his accolades to Commissioner Wilson and his crew for their work.

The Board expressed appreciation to the large delegation for attending the meeting and voicing their concerns. Chairman Winder also thanked the area's legislative delegation for its support this past session, particularly in providing additional revenue to the state's infrastructure.

The group departed Peck via US-12 west and traveled the Reubens-Gifford county road south to US-95. During lunch in Winchester, the Board visited with maintenance personnel from the Craigmont station.

The group returned to Lewiston on US-95 north and viewed additional flood repairs along the way.

The Board members toured the District Two Office and visited with employees.

WHEREUPON, the regular monthly Board meeting and tour of District Two officially adjourned at 3:20 PM.


 CHARLES L. WINDER, Chairman
 Idaho Transportation Board

Read and Approved
 May 10, 1996
 Twin Falls, Idaho

April 12, 1996

REGULAR MEETING AND DISTRICT FOUR TOUR
OF THE IDAHO TRANSPORTATION BOARD

May 9-10, 1996

The Board meeting and District Four Board tour officially began in Twin Falls at 7:30 AM on Thursday, May 9, 1996. The following principals were present:

Chuck Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member - District 1
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member - District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Larry Van Over, District Four Engineer

Senator Sandy and Judie Rowbury, Division of Financial Management, were also present. The group boarded a bus provided by Trans IV and traveled to the Twin Falls airport where the new terminal building was toured. A county road and US-93 were traveled to the US-30/US-93 junction where the FY96 project was viewed. The group then drove on US-30 west, Clear Lake Road north to I-84, and west on the interstate to the proposed Malad Gorge Interpretive Center/Rest Area site. District Four Senior Planner Bob Humphrey provided an overview of the joint project with the Department of Parks and Recreation programmed in FY98.

The group traveled to Gooding via I-84 and US-26.

Delegation - North Side Transportation Committee. Buck Ward, Chair, thanked the Board members for their time and thanked DE Van Over and Assistant District Engineer (ADE) Scott Malone for their assistance in the formation of this recently-created committee. He outlined the priorities of the committee, including a four-way stop east of Gooding to the Land O'Lakes Plant; developing drifting snow control on US-93 south of Shoshone to Newman Corner; modifying ramps and the speed limit on US-20 past Fairfield; linking US-93 to I-84 via a by-pass of Twin Falls; improving the signage at both I-84 to Bliss exit ramps; and improving the US-93 and I-84 interchange.

The Board members thanked the committee members and Representative Ridinger for the information. They believe the communication between the committee and the District will be beneficial, as will the coordination on prioritizing projects.

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The group continued its tour of district highways on US-26 east and SH-24 to Minidoka.

Delegation - SH-24 Committee. Rupert Mayor Dwinell Allred expressed appreciation to the Board for visiting Minidoka. Chairman Winder acknowledged Mayor Allred's recent appointment to the Region IV Public Transportation Advisory Committee.

Sherrill Stallings asked the Board to make SH-24 from Minidoka to Acequia, approximately six miles, a high priority. This stretch of road is in poor condition and has no base. The road carries a lot of agricultural and truck traffic. Area citizens believe the highway is a hazard and are concerned for their safety. Minidoka County Commissioner John Remsburg added that the area is growing and a number of new developments are planned.

The Board thanked the large delegation for their comments and support for this project. The group traveled to Rupert via SH-24 where discussions continued with the SH-24 delegation and members of the Mini-Cassia Transportation Committee (MCTC), including Representative Kempton.

Delegation - Clay Handy, Motor Carrier Advisory Committee (MCAC) Chair. Chair Handy praised the Department for the good working relationship and also for being customer oriented. He also complimented the staff for their professionalism and efficiency. A couple of issues the committee is concerned with include increasing vehicle size and weights and changing from a ton-mile tax system. He added that the MCAC has discussed increasing speed limits. Triple trailer drivers and the majority of truckers will not increase their maximum speed, mainly due to economical reasons.

The Kelly Bean corner in Rupert was viewed. Rupert Mayor Allred explained the hazards of this corner and suggested a possible bypass, which could include a highway trade with the local entity, to allow the state highway to avoid this major intersection.

The Board members stopped at the Rupert maintenance shed to visit with employees and tour the recently-completed facility.

The group traveled SH-25 and US-30 to Burley, with stops to view current and proposed projects, including a proposed site for a gateway rest area at the Declo interchange, the Main and Overland Street project, and the Overland Bridge project.

Delegation - MCTC. Former Governor Evans, MCTC Vice Chair, expressed appreciation to DE Van Over and ADE Malone for their help and support. He realizes the Department is short on funds, but urged the Board to identify SH-24 and the Kelly Bean corner as high priorities.

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The road base on SH-77 is falling apart and with the increased traffic going to Pomerelle Ski Resort and the City of Rocks, Representative Kempton asked the Board to consider funding a project for that stretch of highway. He thanked the Board members for the SH-77, Pomerelle Road to Albion, project scheduled in FY97 and also for their visit to Burley. Governor Evans elaborated on the developments planned in the Pomerelle and City of Rocks area.

Cassia County Commissioner Lyle Woodbury requested the Albion to Oakley loop, through the City of Rocks, be designated a scenic byway. A meeting has been scheduled with the Scenic Byway Committee later this month. Governor Evans added that the committee will ask the Board to add the road from Conner Creek Store to Oakley to the state highway system in the near future. Senator Darrington stated that the City of Rocks is a national historic reserve and management was recently transferred to the Department of Parks and Recreation.

Tom Bonn, Heyburn City Councilman, has requested a traffic signal at US-30 and 21st Street. The city is also considering widening 21st Street.

Commissioner Remsberg updated the Board on the plans to relocate the Burley airport. A selection committee has narrowed the potential sites to two locations. He added that air transportation is very important to the area from an economic standpoint.

Status Report on DPC-003(001), Key 5311, Clark Street Interchange to Pocatello Creek Road Interchange, I-15, District 5. District Five Engineer Brent Frank provided a status report on this FY98 demonstration project. The estimated cost to complete the work proposed in the major investment study was \$16.5 million. A value engineering study reduced the cost to approximately \$14.5 million. Prioritization of project elements was developed so part or all of the concept design could be funded with supplemental funding from regular federal aid if desired. Several options to utilize demonstration funding and potential supplemental funds to build all desirable elements were proposed.

The Board thanked DE Frank for the information and will revisit this project tomorrow.

The group departed Burley via I-84 west and returned to Twin Falls.

WHEREUPON the Board meeting recessed at 5:20 PM.

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The Transportation Board meeting reconvened at 8 AM on Friday, May 10 in Room 108 of the Aspen Building at the College of Southern Idaho in Twin Falls. All members were present.

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April 11-12, 1996 Board Minutes. Member McHugh made a motion to approve the minutes of the Board meeting held on April 11-12, 1996, as corrected. Member Miller seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
 June 19-21, 1996 - District 3
 July 18-19, 1996 - District 1
 August 15-16, 1996 - District 5
 September 26-27, 1996 - Boise
 October 10-11, 1996 - District 6

Consent Calendar. Vice Chairman Mitchell made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:
 RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves
 TB96-31 the following items on the consent calendar: contract awards; supplemental agreement for project development, District 3; quarterly report for FY-program obligations; quarterly returned check report; and professional agreements report.

1) Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

STPG-RRS-2800(011), key 4434 - Prairie Ave./Idaho Road and UPRR Crossing, Kootenai County, District 1. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$89,377.50.

IM-86-1(009)0, key 5917 - Salt Lake Interchange to Raft River, I-86, Cassia County, District 4. Low bidder: Granite Construction Company, Watsonville, California - \$2,676,676.

IM-84-4(024)245 and IM-84-3(050)140, keys 6212 and 6211 - Sublett Interchange to Sweetzer Interchange, eastbound lane and East Bliss Interchange to Tuttle Interchange, I-84, Cassia and Gooding Counties, District 4. Low bidder: Kloefer, Inc., Paul, Idaho - \$594,516.43.

STM-1721(605) and STM-1767(600), keys 5777 and 6100 - Sterling Road to Hoff Road and Highway Avenue to Agency Road, SH-39 and US-91, Bingham and Bannock Counties, District 5. Low bidder: Kloefer, Inc., Paul, Idaho - \$384,289.61.

STM-6470(615), STM-6470(611), STM-6450(610), STM-6801(600), and STM-6470(613), keys 6116, 5577, 5581, 6117, and 5622 - Fremont County Line to Studmill, Lewisville Interchange to Ucon Interchange, MP-66 to Snake River Bridge, Ashton to Bear Gulch, and Fremont County Line to Studmill northbound lane; US-20, SH-33, and SH-47; Bonneville, Fremont, Jefferson, and Madison Counties; District 6. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$513,146.55.

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STM-1480(611), key 6338 - Montpelier Fourth Street, US-30, Bear Lake County, District 5. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$347,638.

STKP-1583, key 5612 - Spirit Lake, SH-41, Kootenai County, District 1. Low bidder: Interstate Concrete and Asphalt Company, Coeur d'Alene, Idaho - \$94,800.

STP-IM-IR-90-1(131)45, key 2344 - Pine Creek to Kellogg, Shoshone County, District 1. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$972,199.25.

ST-4110(637), key 5927 - Lewiston Port of Entry Scales, US-95, Nez Perce County, District 2. Low bidder: Cargile-Hartwig, Inc., Spokane, Washington - \$204,000.

IM-84-2(040)90, key 4773 - Sebree Interchange to Fairfield Interchange eastbound lane, I-84, Elmore County, District 3. Low bidder: Central Paving Company, Inc., Boise, Idaho - \$4,623,077.77.

STKP-5579, key 6339 - Malad Yard, I-15, Oneida County, District 5. Low bidder: Gale Lim Construction, Inc., Blackfoot, Idaho - \$113,951.

2) Supplemental agreement for project development, CM-0003(104) and STP-0100(122), keys 5397 and 5986, District 3. This supplement, in the amount of \$20,000, was requested by the city of Boise to provide alternate erection plans, construction contractor reviews, and comments from steel fabricators and erectors for the East Boise River footbridge. Additionally, Boise City Parks has requested additions of a lighting system and a section 4(f) report.

3) Quarterly report for fiscal year program obligations. During the second quarter, \$44.7 million was obligated, which coincides with the project readiness target.

4) Quarterly returned check report. The Department received \$18,326,447 in checks during the third quarter of FY96. The returned checks equalled \$7,956, or .04%. The collection rate was 43%, or \$3,481.

5) Professional agreements report. Payments for engineering consultant agreements amounted to \$282,209.99 during April 1996 and general consultant agreements equalled \$41,559.00 for a grand total of \$323,768.99.

Additional Bids. STP-1530(100), key 5550 - Oregon Trail at Jct. US-30, Montpelier, Bear Lake County, District 5. The low bid was more than ten percent over the engineer's estimate, requiring justification. The E & C costs had not been accounted for until the final cost estimate because the Oregon Trail Interpretive Center Board was not aware that the E & C costs were to be assessed. Also, due to the time commitment on various funding sources, it was imperative that the project get underway. In reducing the scope and cost estimate all parties were overly optimistic about the amount of work to be reduced, the overall cost of the

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project, and the amount of donated or in-kind work that was expected to reduce the overall cost. The reductions in the budget were somewhat driven by the amount of monies available at the time. The architect was overly optimistic in the expectations of the bid prices and did not reduce the scope of the project enough to justify the cost reduction.

Member Miller made a motion, seconded by Member McClure, to award the bid for project STP-1530(100). The motion passed five to one with Member Smith dissenting. Low bidder: Harris Construction Company, Pocatello, Idaho - \$1,618,000.

Traffic Signals with Railroad Preemption. ITD has completed field reviews of intersection locations where traffic signals are preempted by train movements at railroad grade crossings. A report was prepared in response to recommendations from the National Transportation Safety Board and transmitted to them. Copies of the final report were also forwarded to the Board. All traffic signals at intersections within 200 feet of railroad crossings now have adequate clearance times to allow vehicles to safely clear the railroad crossings prior to train arrival.

Member Smith made a motion, seconded by Member McHugh, and passed unanimously, to accept staff's report.

Reappointment to Public Transportation Advisory Council (PTAC). The Region III appointment of General James S. Brooks to the PTAC expires June 1996. General Brooks has served as Vice Chair of the PTAC since 1994 and has expressed a desire to be considered for reappointment. The Division of Public Transportation recently solicited nominations statewide to fill vacancies on the PTAC as well as the Regional Public Transportation Advisory Committees. Elwin Grout, Region III RPTAC Chair recommends the reappointment of General Brooks.

Member Combo made a motion, seconded by Member Smith, and passed unopposed, to reappoint General James S. Brooks to the PTAC for a six-year term. The Board members expressed appreciation to General Brooks for his dedication and commitment to public transportation in Idaho. They believe he has been a valuable asset to the PTAC and the Department and look forward to his continued guidance and involvement in the public transportation arena.

Financial Statement. ITD's financial statement through April 24, 1996 was reviewed. The Board commended staff for staying within the travel budget.

Board Items. Chairman Winder will be meeting with Department staff next week to discuss the plans and schedule for the task force on intermodal commercial freight. Member Smith made a motion, seconded by Member Combo, to appoint Dale Wheeler to the task force. The motion passed unopposed.

Member Smith made a motion to approve the format and questions used in the 1991 employee survey for another employee survey, staff is to investigate utilizing Boise State

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University for assistance, and the Director is to determine the time frame. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Member Combo expressed concern on the number of at-grade crossings on the four-lane highway from Idaho Falls to Chester. The speed limit on this stretch of US-20 was recommended to remain at 55 due to the crossings and safety concerns. According to discussions with District Six Engineer Jim Richard, when the District Planner is hired, working with the local entities on a traffic plan for this highway will be a top priority. CE Ross concurred that a plan for this portion of US-20 is a high priority.

At last month's meeting, Member Smith informed the Board of a Waste Tire Grant Account established in 1991 to promote the use of waste tires. Any moneys in this account which are unexpended or unencumbered on June 30, 1996, shall be transmitted to the State Highway Account. The Waste Tire Review Committee held its final meeting on May 6, according to Secretary to the Board Sue Higgins. The committee approved a motion to encumber funds in an amount not to exceed \$50,000 for retreaders through July 1, 1997; encumber funds in an amount not to exceed \$150,000 for end-users through July 1, 1997; encumber funds for administration and to close out the administration around October 1, 1996; and to distribute the balance of the account to the counties on a per capita basis for the continuance of their management plans. If any funds remain in any of the accounts as of July 1, 1997, those monies are to be transferred to the State Highway Account.

Member Smith asked if this violates the statute. He believes specific projects need to be outlined for the encumbered funds. Member Smith made a motion for the Board to send a letter appealing the distribution of the funds. Member Combo seconded the motion and it passed unopposed.

Delegation - Greater Twin Falls Area Transportation Committee. Jack Ramsey, Committee Chair, thanked the District staff for their support and the good working relationship between the two entities. Chamber of Commerce Director Kent Just outlined a number of the committee's priorities, including improving US-30 from Twin Falls to US-93; reconstructing on/off ramps at US-93 and I-84; improving the intersection of Pole Line Road and Blue Lakes Boulevard (US-93); and improving the Burley Corner in Buhl (US-30). He thanked the Board for the current project on US-93 south of Shoshone and the signalization project at US-93 and I-84. The committee also appreciates the new passing lanes on US-93, however, widening the highway and additional passing lanes are needed. Mr. Ramsey believes the Clear Lake Road should be on the state highway system and added that the area is growing considerably.

The Clear Lake Road is one of the top candidates for inclusion on the state system. Member Smith said acquisition of right-of-way is essential before the state could assume jurisdiction and recommended working with the highway districts on this issue.

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The committee members welcomed the Board members to Twin Falls and thanked them for their time.

Delegation - South Central Idaho Tourism and Recreation Development Association, Inc. Representative King thanked the Board for the meeting and emphasized the public and private partnership efforts of this new organization. Mike Pepper provided background information on the creation of the association. Its mission is to promote and support public and private partnerships in order to provide tourism and recreational visitor services; to ensure appropriate use of regional, cultural and natural resources; stimulation of economic development; and job creation. Mr. Just said one of the association's goals is to improve signage and dissemination of area attractions. Billboard space has been acquired.

Representative King concluded the presentation by updating the Board on the Three Island State Park Interpretive Center in Glenns Ferry. She believes this FY97 project is still on schedule, although not all of the matching funds have been secured. She thanked the Board for its support and assistance on this project.

Review of District Tour. The Board instructed staff to review SH-24 from Minidoka to Rupert and develop a schedule for a reconstruction project for the 5.8 mile stretch of SH-24 from Minidoka to Acequia and an overlay on the southern portion, from Acequia to Rupert. A short-term project for immediate relief should also be considered. The proposals are to be included for consideration in the five-year program.

Staff is to assist District Four to determine options for improving the Kelly Bean Corner in Rupert. The alternatives should include relocating the Kelly Bean Company, developing an easterly by-pass, and developing a short easterly bypass, and the costs for each option. The Legal Section is to assist in consideration of revenue bonds for Rupert City, if Kelly Bean and Rupert City are interested in a relocation project.

Member Smith summarized previous discussions on the possible addition of the Wendell to Buhl road to the state highway system and concluded a mile for mile trade with local entities is impractical. He said this road is important to the region and the Board should consider adding it to the state's system.

Member Smith made a motion to instruct District Four staff to develop a plan for adding the Wendell to Buhl Road to the state highway system in two phases and to form partnerships with the two highway districts to jointly work on the plan, including the feasibility of the highway districts acquiring the necessary right-of-way as their own agents, consideration given to a contract between each highway district and ITD. Member Combo seconded the motion. Members Miller and McClure emphasized the need to form partnerships with local jurisdictions and to work cooperatively on issues such as this. The motion passed unopposed.

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FY98 Budget Policy Discussion. Budget, Policy, and Intergovernmental Manager Mary Detmar reviewed the definitions and assumptions of the FY98 budget and the revenue forecasts and estimated expenditures. The amount of the proposed budget is \$306,941,000. The proposals were based on 1,743 full-time equivalent positions, a 2.4% inflation factor, and a 3% change in employee compensation. Program enhancements and the capital facilities program were also included in the outline.

Chairman Winder questioned the impact to the Department if no new road equipment was purchased in FY98. Staff will provide that information at next month's work session.

Member Smith made a motion to approve the budget policy direction outlined by staff. Member Miller seconded the motion and it passed unanimously.

Rules Governing Drivers License Violation Point Count System. The Board recently approved maximum speed limits of up to 75 miles per hour on selected sections of the interstate highway system, however, IDAPA 39.02.71, Rules Governing Drivers License Violation Point Count System, only addresses maximum speed limits of up to 65 miles per hour. The Driver Services Section, responsible for assessing violation points for drivers who are convicted of exceeding Idaho's speed limits, requested initiating temporary and regular rule-making to amend IDAPA 39.02.71. The amendment will allow Driver Services to take the new maximum speed limits into consideration when assessing violation points; allow four violation points to be assessed against drivers who are convicted of speeding in Construction Danger Zones; and allow the removal of three violation points for drivers who complete an approved defensive driving class, however, this last amendment would only be included in the regular rule-making, not in the temporary rule.

Member Smith made a motion, seconded by Member Combo and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board has authorized new speed limits in
TB96-32 accordance with 1996 Senate Bill No. 1432 for selected sections of the interstate
 highway system; and

WHEREAS, drivers who are convicted of violating these new speed limits will be assessed violation points on their driving records; and

WHEREAS, the Driver Services Section is charged with the responsibility of assessing these violation points; and

WHEREAS, IDAPA 39.02.71, Rules Governing Drivers License Violation Point Count System, only addresses speed limits up to 65 miles per hour, and will no longer accurately reflect the state's maximum speed limits after May 1, 1996; and

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WHEREAS, 1996 House Bill No. 670 defines "Construction Danger Zones" and states that a driver who exceeds the posted speed limit in a Construction Danger Zone shall be guilty of infraction; and

WHEREAS, IDAPA 39.02.71, Rules Governing Drivers License Violation Point Count System, does not list the violation points that must be assessed for violating the speed limit in a "Construction Danger Zone;" and

WHEREAS, IDAPA 39.02.71, Rules Governing Drivers License Violation Point Count System, does not authorize the department to remove three (3) violation points for drivers who complete an approved defensive driving class, as has been common practice since 1973; and

WHEREAS, the Transportation Board desires to promulgate and adopt Rules and Regulations concerning the assessment of driver violation points in compliance with the Administrative Procedures Act (APA); and

WHEREAS, the Division of Motor Vehicles has submitted a draft of IDAPA 39.02.71, Rules Governing Drivers License Violation Point Count System, for Board approval.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board authorizes staff to initiate regular rule-making in compliance with the APA for IDAPA 39.02.71, Rules Governing Drivers License Violation Point Count System.

BE IT FURTHER RESOLVED, that the Transportation Board adopts, as a Temporary Rule, IDAPA 39.02.71, Rules Governing Drivers License Violation Point Count System, Sections 000 through 300, to conform the Rule to 1996 Senate Bill 1432 and 1996 House Bill 670.

Rules Governing Aerial Search and Rescue Areas. IDAPA Rule 39.04.07 specifies eight aerial search and rescue areas throughout the state for the purpose of searching for lost or missing aircraft. These eight areas are often an issue of confusion when attempts are made to relate them to the state's six highway districts. This rule change will reduce the eight search areas to six. The Aeronautics Advisory Board reviewed the proposed rule change.

Member Smith made a motion, seconded by Member McClure, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, Administrative Rule IDAPA 39.04.07 outlines the rules governing
TB96-33 aerial search and rescue of lost aircraft and airmen in the state of Idaho; and

WHEREAS, the Aeronautics staff has determined that the eight (8) aerial search areas within the state are often times confused with the state's six (6) highway districts; and

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WHEREAS, Aeronautics staff has realized there is no need to have eight (8) search districts, and that by so doing confusion is created.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board has determined that Administrative Rule IDAPA 39.04.07 should be amended so that aerial search and rescue areas are the same as state highway districts throughout the state.

Rules Governing Operations at State Airports. Visitors at state airports have typically allowed their pets (dogs) to run uncontrolled throughout adjacent camp areas, in taxiways, and on the runway itself. This results in a safety hazard when animals are in areas where airplanes are operating. Additionally, for the past five to six years, different families have established permanent summer camps at two different state airports. In some cases, this permanency results in the inability for other users to enjoy airport facilities due to the limited number of camp sites. The Aeronautics Advisory Board has reviewed the proposed rule changes.

Member McHugh made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, Administrative Rule IDAPA 39.04.08 controls operations at state
TB96-34 owned and/or operated airports; and

WHEREAS, Aeronautics staff has determined that animals allowed to run uncontrolled on airport property tend to disrupt other users and cause safety hazards when permitted to run in areas of aircraft operation; and

WHEREAS, Aeronautics staff has determined that by allowing unlimited time frames for camping, the intent of the state airport program is comprised; and

WHEREAS, Aeronautics staff has determined that Administrative Rule 39.04.08 fails to adequately address the issue of airport users allowing pets to run uncontrolled on airport property and campground limitations.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board has determine that Administrative Rule IDAPA 39.04.08 should specifically address the issue of controlled pets on airport runways, taxiways and adjacent camp areas, as well as establishment of camping limitations which parallel those of the U.S. Forest Service.

Aeronautics' Three-Year Airport Grant Program. Aeronautics Administrator Jim Conder presented the three-year Airport Grant Program. The FY97 budget for Aeronautics included \$1,037,000 for airport improvement grants which allows the Division of Aeronautics to change some basic premises in the allocation of grants. One decision unit allocated \$135,000 to complete

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the cycle of grants to commercial service airports. With the continued increase in revenue, an increase in the base appropriation was approved. This will allow annual participation at each commercial service airport. The additional decision unit for a one time \$402,000 outlay coupled with the growing revenue prompted a change to a cost sharing philosophy.

Member Smith made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Division of Aeronautics has solicited, received, and reviewed
TB96-35 applications from municipal airport owners for financial assistance; and

WHEREAS, the Division staff has evaluated these applications and prepared the Aeronautics Three-Year program, as shown in Exhibit 160 which is made a part hereof with like effect; and

WHEREAS, the Aeronautics Advisory Board has concurred with these recommendations.

NOW THEREFORE BE IT RESOLVED, that the Aeronautics Three-Year Program be approved; and

BE IT FURTHER RESOLVED, that the Division shall issue grant offers as listed for the FY 1997 year; and

BE IT FURTHER RESOLVED, that the proposed Commercial Service Airport grant structure to be adopted by the Idaho Transportation Department, and that the Division of Aeronautics be authorized to approve the proposed projects

Rules Governing Highway Relocation Assistance for Persons Displaced by Public Programs. The recently adopted change in the IDAPA rule format altered the meaning, in part, of IDAPA 39.03.44, Rules Governing Highway Relocation Assistance for Persons Displaced by Public Programs. Therefore, it is necessary to modify the rules in order to comply with the directives outlined in Chapters 1 and 20, Title 40, Chapter 11, Title 58 of Idaho Code and 49 CFR 24, Uniform Relocation Assistance and Real Property Acquisition Regulations dated March 2, 1989 and amendments thereto. Rather than writing a modification for each paragraph that has been altered in the existing rules, it has been determined that it is more cost effective to completely delete the existing rules, and replace them with articles incorporated by reference. The proposed changes will not affect the current procedures being implemented in the relocation program area, or impose any additional requirements or expense for the Department.

Member Combo made a motion, seconded by Member McHugh, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, Administrative Rule IDAPA 39.03.44 ensures that all persons
TB96-36 displaced as a result of all state, federal or federally assisted projects are treated

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fairly, consistently and equitably, so that persons will not suffer disproportionate injuries as a result of projects designated for the benefit of the public as a whole and further that displaced persons are dealt with in a manner that is efficient and cost effective; and

WHEREAS, the change in Administrative Rule format alters the meaning of IDAPA 39.03.44.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board has determined that Administrative Rule 39.03.44 should be deleted in its entirety and replaced with articles incorporated by reference: Chapters 1 and 20, Title 40, Chapter 11, Title 58 of Idaho Code and 49 CFR 24, Uniform Relocation Assistance and Real Property Acquisition Regulations dated March 2, 1989 and amendments thereto and authorizes regular rulemaking.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 11:40 AM, Member Smith made a motion, seconded by Member Combo, to meet in executive session to discuss legal issues with Deputy Attorney General Steve Parry. The motion passed unanimously.

The Board came out of executive session at 12:15 PM. No decisions were made.

Speed Limit Changes. Traffic Engineer Greg Laragan submitted additional speed limit recommendations for more National Highway System (NHS) and some non-NHS routes.

Member Smith made a motion, seconded by Vice Chairman Mitchell, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, by virtue of Section 49-201(4), Idaho Code, the Idaho Transportation Board may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe maximum speed limit at any intersection or other place or upon any part of the state highway or interstate highway system, not exceeding a maximum limit of seventy-five (75) miles per hour on interstate highways and sixty-five (65) miles per hour on state highways; and

WHEREAS, based upon engineering and traffic investigations, the portions of routes indicated on Exhibit 161, which is made a part hereof with like effect, have been recommended by Idaho Transportation Department staff for speed limit increases.

NOW THEREFORE BE IT RESOLVED, that it is hereby determined and declared that the maximum speed limits designated in Exhibit 161, over and upon the portions of the State Highway System described in Exhibit 161 be and hereby are the reasonable and safe maximum speed limits thereon and shall henceforth be effective at all times during the hours of daylight and darkness.

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Although the speed limit on the I-184 connector in Boise was approved at 65 m.p.h., CE Ross delayed posting the new speed limits due to the numerous concerns voiced by the public. Sergeant Gene Rapp, Boise Police Department, said the congestion, traffic, and number of accidents on the connector have all increased in recent years. Also because of engineering concerns due to the on/off ramps and necessary lane changes for the traveling public, he believes I-184 is dangerous and the speed limit should remain at 55 m.p.h. The 85th percentile is only one criteria that needs to be considered and he urged the Department to consider the other factors. The Boise Police Department meets monthly with District Three and Ada County Highway District personnel to discuss traffic, safety, and mutual concerns. Sergeant Rapp believes this partnership is important, but asked that more consideration be given to the concerns of the Police Department.

Member Smith made a motion to reconsider last month's action increasing the speed limit on I-184 to 65 m.p.h. Vice Chairman Mitchell seconded the motion.

Member McClure asked staff to respond to Sergeant Rapp's comments regarding what other criteria was considered in staff's recommendation. Although the accident rate is slightly above the rate expected for the conditions, CE Ross does not believe it is significant enough to warrant a lower speed. The road was designed to standard, for a 70 m.p.h. speed limit, and no parking is allowed on the highway, so he believes the other factors have all been addressed. Member McClure reiterated the need to rely on the engineers' studies and recommendations.

Chairman Winder questioned posting a 60 m.p.h. limit and also variable speed limits to address the commute time. Because I-184 is a short stretch of highway that basically stands on its own, Mr. Laragan does not think a 60 m.p.h. limit would have an adverse impact nor create an enforcement problem. Staff could study the feasibility of variable speeds.

The motion to reconsider the prior action on increasing speed limits on I-184 passed five to one with Member McClure objecting.

Member Smith made a motion to rescind the 65 m.p.h. speed limit set last month on the I-184 connector in Boise, and to direct staff to reevaluate the speed studies done on this segment, discuss this issue with the local law enforcement entities, ensuring their concerns are addressed, and bring another speed limit recommendation back to the Board. The analysis is to include variable speed limits. Vice Chairman Mitchell seconded the motion and it passed five to one with Member McClure opposing.

Right-of-Way Use Permit #2-96-032, US-12, District 2. Myra Allen constructed a residential approach on US-12 at milepost 26.97 right, one month prior to applying for an access permit for a 20-foot residential approach. Access control was confirmed to be Partial Access Control Type B, which is comparable to current Partial Access Control Type IV, which allows access by access roads only. The Allen property and a ten acre parcel immediately to the east of the Allen property were both sold by the previous owner with no provision for access to the Allen

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property. However, a county road access does exist to the east of the ten acre parcel. Ms. Allen could access US-12 via the county road if an approach were constructed across the ten acre parcel.

Vice Chairman Mitchell made a motion, seconded by Member Miller, and approved unanimously, to approve the following resolution:

RES. NO. WHEREAS, Myra Allen has applied for a permit to construct a 20-foot residential
TB96-38 approach on US-12 at milepost 26.97 right; and

WHEREAS, the Idaho Transportation Department, under project F-4201(8), purchased Partial Access Control Type B across the property where the approach has been requested; and

WHEREAS, Partial Access Control Type B is equivalent to current Partial Access Control Type IV which provides for new accesses only at access roads; and

WHEREAS, access to a county road could be provided to the Allen property by constructing an approach across the adjacent property to the east; and

WHEREAS, the adjacent property to the east of the Allen property was formerly owned by the same party from whom Ms. Allen bought her property.

NOW THEREFORE BE IT RESOLVED, that the request for a permit to construct an approach on US-12 at milepost 26.97 right be denied.

US-95 System Needs Study. Per Board request, staff completed a US-95 system needs study, which is a planning level analysis that identifies the needs for US-95 during the next 10 years. The needs identified the following types of work: widening US-95 to a minimum of 34 feet; replacing structures with sufficiency ratings less than 50; rehabilitating or reconstructing pavements in poor condition; improving sub-standard railroad crossings; and making horizontal and vertical curve modifications in some locations.

Pamela Lowe, Planning Service Manager, stated the total dollar amount required to address the needs identified during the next ten years is \$335.5 million. This figure includes \$73.3 million programmed for US-95 in the FY96-2000 Highway Development Program, therefore, an additional \$262.2 million would have to be programmed to address all of the needs identified in this study.

The Board members thanked staff for the presentation. They believe this study has valuable information and will be a useful tool. Member Miller believes other state highways should be analyzed to this degree and questioned the cost of the study. The report cost approximately \$30,000, according to Ms. Lowe. She added that the Department is working on a state highway plan that will address the critical needs and projects throughout the state.

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Transportation Planning Administrator (TPA) Ray Mickelson has received requests for this report and asked the Board for guidance on distribution.

Member McHugh made a motion, seconded by Member Smith, to disseminate the US-95 Highway Needs Report to the general public upon request at a cost to recover the Department's costs. The motion carried.

Boise State University (BSU) Internship Program. The BSU internship program, operated since 1980, has been beneficial to both ITD and the interns. Currently, 12 interns are working at the Department primarily writing computer programs and processing data in the Contract Administration Section, Design Section, Planning Services Section, and Traffic Survey and Analysis Section. The Board reviewed the major accomplishments and current activities during FY96.

Member Smith made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Boise State University (BSU) Internship Program has been
TB96-39 beneficial to the Idaho Transportation Department, BSU, and the interns; and

WHEREAS, twelve interns are processing data and writing computer programs in the Contract Administration Section, the Design Section, Planning Services Section, and Traffic Survey and Analysis Section; and

WHEREAS, funds for this program for FY97 will be provided by federal-aid State Planning and Research funds and state matching funds, which have an 80-20 matching ratio.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves \$189,903 for the FY97 BSU Internship Program.

Idaho State Rail Plan. At the March meeting, the Board approved the distribution of the draft Idaho State Rail Plan to shippers, railroads, local and regional governmental bodies and others with an interest in rail activities, for review and comment. The Idaho Rail Advisory Council reviewed the plan earlier this week. The Council had some concerns with the Plan and requested additional time to review it, therefore TPA Mickelson requested no Board action at this time.

Member McClure made a motion to table adoption of the Idaho State Rail Plan for one month. Member Smith seconded the motion and it passed unanimously.

Director's Items. Director Bower recently toured SH-45 with Senator Parry. The major concerns were the short turning radiuses on county roads and the surface condition of the highway. The Director has asked District Three to review these issues and develop projects to address the concerns.

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Last week the Director, Member McHugh, and appropriate staff traveled to Bonners Ferry to meet with local officials and the media. The truck traffic was emphasized along with the increased traffic from Canada. The poor condition of US-95 was also discussed. Director Bower thought it was a worthwhile and beneficial meeting.

Next week Director Bower will be meeting with Member Combo, Representative Wood, and the editorial board for the Post Register in Idaho Falls. Some of the discussion items will include speed limits and the increased fuel tax and registration fees.

On May 21 the Director is planning to travel SH-77 and the Pomerelle and City of Rocks area with Senator Darrington, Representative Kempton, and Governor Evans.

The Department has realized approximately \$2.5 million in salary savings this year due to vacancies. Next month staff will present recommended projects to award with the savings.

At the Aeronautics Advisory Board meeting earlier this month, Governor Batt reiterated his support for the Division of Aeronautics and the aircraft pool. Considerable discussion was held on the safety and comfort of the state planes. The Division is exploring options to upgrade to a safer, bigger airplane. The Board will be kept apprised of this situation.

Delegation - Association of Idaho Cities. Executive Director Scott McDonald thanked the Board and Department for the cooperative effort during this past legislation session. He was pleased with the outcome of a number of legislative issues and appreciated ITD's assistance. Regarding the Technology Transfer (T2) Center, he requested more local representation on the Advisory Board. An additional representative from each association, cities, counties, and highway districts, is desired. This would bring the total membership to 13 with 6 representing the local entities. Chairman Winder asked staff to review the make-up of the T2 advisory board, consider an additional member from each local association, and bring a recommendation back to the Board.

Mr. McDonald also questioned the long-term plans for the Center and the funding sources. Roadway Design Engineer Loren Thomas provided an update on the plans to transfer the Center to the University of Idaho in June. The scope of work for this transfer is still being negotiated. Staff will provide information to Mr. McDonald on the funding sources.

In conclusion, Mr. McDonald expressed a desire to work with the Department on the reauthorization of ISTEA. The local entities are interested in a cooperative approach on this subject.

Bike/Pedestrian Tunnel Under Roadway, STP-F-3271(033), Key 2027, SH-44, Eagle Alternate Route, District 3. District Three Engineer LeRoy Meyer reported that City of Eagle officials and staff have met to discuss the city's and developer's request for a bike/pedestrian tunnel under the Eagle Alternate Route east of the Eagle Road intersection. Tunnels were discussed during the design phase of the project and were not included due to cost exceeding the

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project funding, water table problems, and the traffic signal with pedestrian phase being installed at Eagle Road and the Alternate Route. On the Eagle Alternate Route and the Eagle Road portion to be widened, nine foot shoulders will be constructed for pedestrians and bikers. The Eagle Road project from Chinden to the Alternate Route, programmed in FY98, has a tunnel under Eagle Road on the south end of the north channel bridge where the greenbelt crosses Eagle Road.

Eagle City Councilman Rick Yzaguirre explained the city's pathway plan, established in 1988. Both he and Councilman Morgan Masner expressed concern on the safety aspect and the dangerous crossing for bicyclists and pedestrians at the intersection of the Eagle Alternate Route and Eagle Road. Councilman Masner also reported on the numerous developments planned in the area. The developer's engineer, Rick Orton, described the various concepts considered for this tunnel.

The Eagle Alternate Route project has exceeded the programmed amount due to the escalating right-of-way costs in the area. Member Smith expressed a willingness to work with the city on the proposed tunnel and suggested the city post a bond to cover the costs so the highway project is not delayed. Councilman Masner said the city does not have funds available for the project, however, it would be willing to maintain the tunnel and contribute some funding.

Member Smith made a motion to allow the city of Eagle's bike/pedestrian tunnel proposal under the Eagle Alternate Route upon the conditions that: 1) it is at no additional cost to the state, 2) the City of Eagle posts a \$500,000 bond for the tunnel, and 3) the Eagle Alternate Route construction project in progress now not be delayed. Vice Chairman Mitchell seconded the motion.

Member McClure made a substitute motion to ask staff to revisit the funding mechanisms with the city and developer. The motion failed due to a lack of a second.

The previous motion passed five to zero with Member McClure abstaining.

Councilman Masner requested an easement on the state land at the northeast corner of the Eagle Alternate Route and Eagle Road intersection to accommodate the city's bike plan. Because an easement would diminish the value of ITD's property, Member Smith suggested extracting easements during development of the property. Chairman Winder asked staff to consider the Department's options such as a temporary easement or a license agreement.

Three Party Agreement, NH-184-1(020)0, Key 5934, I-184, Cole Road Off-Ramp, District 3. The proposed I-184 off-ramp from the outbound side of the connector to Cole Road in Boise is programmed for FY98. This off-ramp would help remove traffic from the Franklin Road interchange area which is very congested. The developer and Ada County Highway District have agreed to apply up to \$667,326 of extra impact fees toward the right-of-way purchase.

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Member McClure made a motion, seconded by Member McHugh, to approve the following resolution:

RES. NO. WHEREAS, the Franklin Interchange on I-184 is congested and the volume of
TB96-40 traffic continues to grow; and

WHEREAS, a detour off-ramp is needed during the reconstruction of the I-184 Franklin Road structure; and

WHEREAS, J.P. Realty, Inc. and Ada County Highway District have agreed to apply up to \$667,326 of extra impact fees toward the right-of-way purchase for the Cole Road off-ramp; and

WHEREAS, a three party agreement between J.P. Realty, Inc., Ada County Highway District and the Idaho Transportation Department is needed to spell out each parties' commitment to have a Cole Road off-ramp built off of I-184; and

WHEREAS, right-of-way costs may be incurred by the Idaho Transportation Department if the purchase cost is above \$667,326.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board empowers the Director to enter into the three party agreement.

The motion passed four to two with Vice Chairman Mitchell and Member Miller opposing.

~~Project DPC-003(001), Key 5311, Clark Street Interchange to Pocatello Creek Road Interchange, I-15, District 5, Revisited.~~ Member Smith made a motion to direct staff to make a recommendation on this demonstration project during the Highway Development Program update, incorporating innovative uses for the existing structures and keeping within the budgeted amount. Member Miller seconded the motion and it passed unanimously.

WHEREUPON, the regular monthly Board meeting and tour of District Four officially adjourned at 4:40 PM.


CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
June 21, 1996
Boise, Idaho

May 10, 1996

**REGULAR MEETING AND DISTRICT THREE TOUR
OF THE IDAHO TRANSPORTATION BOARD**

June 19-21, 1996

The Board meeting and District Three Board tour convened at 10:30 a.m. on Wednesday, June 19 in Boise, at the Transportation Department. The following principals were present:

Chuck Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member - District 1
Monte C. McClure, Member - District 3
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer

Presentation on Road Equipment. Steve Spoor, Equipment Superintendent, provided an overview of the Department's road equipment, including the equipment management system, the equipment complement, budget management, and specification development. The equipment management objectives include purchasing cost efficient equipment, providing well maintained equipment, and providing necessary training.

The buy-back program, implemented in 1991, is a process whereby equipment is purchased by bid with a guaranteed buy-back from the vendor at a stated amount after a specific period of time. Benefits of this program include higher operator morale, reduced operating cost, reduced ownership cost, reduced downtime, and increased maintenance crew efficiency.

Staff is in the process of implementing an equipment revolving fund, which will be self-sustaining. The Board thanked Mr. Spoor for the informative presentation.

Work Session on FY98 Budget. Since the budget policy direction was approved at the May meeting, the following changes were made based on information from the Governor's Office: increase the change in employee compensation from 3% to 5%; increase inflation from 2.4% to 2.8%; and increase the workers' compensation rate from 2.37% to 2.73%. The Board also reviewed the revenue forecasts and estimated expenditures; proposed personnel reductions for FY97 through FY99; equipment requests; building program; decision units and out-of-state travel requests for FY98 and the revised requests for FY97.

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Member McHugh made a motion, seconded by Member McClure, to approve the revised FY97 out-of-state travel request in the amount of \$358,000 at the Department level. The motion passed unanimously.

Vice Chairman Mitchell commented on the burden the legislature puts on staff when it requests studies, reports, information, and etc. He realizes these requests are time-consuming and asked if the Department has a way of tracking time spent on these requests. According to Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar, those costs come out of the operating fund. When the new financial management system is in place, tracking those specific costs will be easier.

The Board thanked staff for the information and the timeliness of the presentation. Director Bower extended appreciation to BPIRM Detmar and her staff for the hard work and extra hours spent on the budget.

Work Session on Updating the Statewide Transportation Improvement Program (STIP). Transportation Planning Administrator (TPA) Ray Mickelson appreciated the opportunity for the work session with Board and Metropolitan Planning Organizations (MPOs). The MPOs have been involved in updating the STIP. He reviewed the districts' various plans for reviewing the STIP and acquiring public input.

Intermodal Planning Manager Jim McFarlane introduced the MPO representatives present, including Mory Byington and Carolyn Meline, Bannock Planning Organization (BPO); Darrel West and Jake Cordova, Bonneville Metropolitan Planning Organization (BMPO); and Erv Olen, Ada Planning Association (APA). Mr. Olen said he worked closer with the district office this year, which was beneficial. Mr. Byington stated environmental impacts caused some problems, but added that the district planners were very helpful.

The Highway Safety Program was reviewed by Highway Safety Manager Marie Bishop. This overview consisted of the description of the program, specific program areas eligible for funding, and the project selection process.

Wayne Pickerill, Airport Planning and Development Engineer, outlined the Aeronautics Program, including the funding for the program and project selection.

The determination of needs, funding, and project selection for the bicycle/pedestrian program were reviewed by District 3 Senior Planner John Barnes.

Ron Kerr, State Rail Planner, described the role of the state rail plan, how needs are determined, funding, project selection, and the application process.

Public Transportation Administrator Larry Falkner thanked the Board for its support for public transportation. In spite of the decline in federal funding available, public

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transportation is growing in Idaho. Senior Public Transportation Planner Sonna Lynn Lewis summarized the public transportation program.

Member Smith joined the work session at this time.

Highway Programs Manager (HPM) Dave Amick described the update process for the Highway Development Program, stated the funding assumptions, and requested guidance on the draft program prior to public involvement. Changes to the update this year included greater district involvement, earlier Board review, computerized update procedures, and the inclusion of preliminary engineering and right-of-way obligations. The emphasis areas in the program are minor pavement rehabilitation, interstate sealcoats and striping, guardrail improvements on the National Highway System, restricted bridges, and congestion relief.

Congestion Mitigation/Air Quality (CMAQ) Program. Due to changes in the Clean Air Act, APA's and BPO's Transportation Improvement Plans (TIPs) may be out of compliance. FHWA Senior Planner Scott Frey emphasized the need for conforming plans. APA and the Division of Environmental Quality requested a PM10 Emission Study project in FY97 in the amount of \$300,000. The objectives of this project are to provide the information necessary to update the Northern Ada County Particulate Matter (PM10) Air Quality Improvement Plan, and the pollution budget for transportation will be modified and the procedures for demonstrating transportation conformity clarified. Member Smith summarized Board Policy B-09-13, Congestion Mitigation/Air Quality Program, stating no more than 50% of the funds allocated for air quality projects will be spent in any one air quality problem area. The addition of this PM10 study project would put Northern Ada County over the limit.

Member McClure made a motion to approve the PM10 Emission Study project, key H370, in the amount of \$300,000 in the FY97 CMAQ Program, waiving, for this one time exception, the Board Policy stipulation that no more than 50% of CMAQ funds allocated for air quality projects will be spent in one air quality problem area. Vice Chairman Mitchell seconded the motion and it passed unopposed.

Mr. Byington requested additional funds for the FY97 Road Dust Study, key H563 so a Graphic Information System for the Bannock/Power non-attainment area can be completed.

Member McClure made a motion to increase the amount of BPO's Road Dust Study in FY97 to \$100,000. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Vice Chairman Mitchell made a motion to approve the Harrison Avenue resurface and Shoshone Avenue resurface projects in Pocatello to the FY97 CMAQ Program in the amounts of \$80,000 and \$110,000, respectively. Member Miller seconded the motion and it passed unanimously.

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To ensure a conforming TIP, BPO also requested moving two projects in the draft STP - Local Urban Program. Member Miller made a motion to advance Chubbuck Road, Yellowstone to Hilina, key 5412, to FY98 and to delay Pocatello Creek Road, key 5967, to FY99. Member Smith seconded the motion and it carried.

The Board members provided recommendations on various projects in the remaining programs.

WHEREUPON the Board meeting recessed at 5:45 PM.

June 20, 1996

The Transportation Board meeting reconvened at 7:30 AM on Thursday, June 20 at the District Three Office in Boise. All Board members and Jack Coe, Regional Federal Highway Administrator, were present. Director Bower was in Wyoming meeting with Federal Highway Administrator Rodney Slater.

The group boarded a bus provided by Treasure Valley Transit and departed west on US-20, then north on SH-55. After a stop at the intersection of SH-55 and the Eagle Alternate route, to view the alternate route project currently under construction, the group continued north on SH-55. District Engineer LeRoy Meyer and Assistant District Engineer Steve Hutchinson briefed the Board on area projects.

Delegation - Residents along Old SH-55. Kenny Olsen and Wendell Jones met the Board on old SH-55 close to the summit of Horseshoe Bend Hill. Property owners in this area have requested the Department maintain old SH-55 at a safer and more useable level. Currently, some serious sloughing and erosion is occurring. Mr. Olsen described the planned development in the area.

While this road is on the state's system, it receives a low level of maintenance. The Department strives to provide access to adjacent property owners at all times. The feasibility of closing the road for approximately two miles just north of the residences was discussed.

The Board members continued the tour on SH-55 north to Banks where they visited with maintenance employees at the Banks maintenance shed.

Boise County Commissioner John Dyer joined the group at Banks where they proceeded east on the Banks to Lowman highway. The County has requested this 33-mile road be added to the state's system.

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Commissioner Dyer departed at Lowman and Idaho City Maintenance Foreman John Hileman boarded the bus. As the group traveled SH-21 north, Foreman Hileman described the avalanche problems in the area and related some of his experiences. At Banner Summit, the bus turned around and traveled back to Lowman where Foreman Hileman exited the bus.

The Board continued south on SH-21. After a visit with the Idaho City maintenance crew, the group traveled SH-21 to I-84 with a stop at the Diversion Dam project currently under construction. At I-84 the Board headed east to the East Boise Port of Entry. Craig Lachance gave a tour of the port facilities, explained the weigh-in-motion system, and described the security concerns and measures being taken.

From the Port, the group traveled I-84 west to the Cole/Overland interchange where the project was viewed before returning to the District Office.

WHEREUPON the Board meeting recessed at 4:45 PM.

June 21, 1996

The Transportation Board meeting reconvened at 8:00 AM on Friday, June 21 in the District Three Office in Boise. All members were present except Chairman Winder and Member McClure. Vice Chairman Mitchell presided.

Delegation - John Anderson, Boise Airport Director. Mr. Anderson thanked the Board for the opportunity to provide a status of and address issues concerning the Boise Airport. In percentages of passenger growth, Boise is the second fastest growing airport in the nation. This places a tremendous strain on the infrastructure, and acquisition of additional land for expansion is being exploring. The aviation industry is very important to Idaho's economy. He added that cargo traffic has increased and is projected to continue to grow.

Mr. Anderson emphasized the importance of the federal grant program, not only to Boise's airport, but also to Twin Falls, Idaho Falls, Lewiston, and other airports in Idaho. He encouraged the Board to contact Idaho's congressional delegation in support of continuing the airport improvement program. He also asked for assistance with the State Land Board regarding a possible land swap for expansion purposes.

In conclusion, Mr. Anderson stated that his job has been expanded to include public transit in addition to aviation. He asked that the Board members continue their efforts in the public transportation field and thanked them for their support in both public transportation and aviation.

Vice Chairman Mitchell thanked Mr. Anderson for the informative presentation and offered assistance by contacting the congressional delegation as well as the State Land Board.

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May 9-10, 1996 Board Minutes. Member Miller made a motion to approve the minutes of the Board meeting held on May 9-10, 1996, as submitted. Member Smith seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

July 18-19, 1996 - District 1

August 15-16, 1996 - District 5

September 25-27, 1996 - Boise

October 10-11, 1996 - District 6

Consent Calendar. Member Combo made a motion, seconded by Member McHugh, and passed unopposed, to approve the following resolution:

RES. NO. ***NOW THEREFORE BE IT RESOLVED***, that the Transportation Board approves
TB96-41 the following items on the consent calendar: administrative rule, surplus property; state/local agreements; contract awards; revisions to Board Policies B-06-08, Professional Services Agreement, B-20-03, Public Hearings, and B-13-02, Public Involvement for Location and Design Determinations; deletion of Board Policy B-09-05, Public Hearings on State Highway System Actions; and revisions to Board Policy B-09-11, Scenic Byways Program.

1) Rules Governing Sale of no Longer Useful or Usable Real Property. In 1996 legislation was approved exempting ITD from having to go through the Department of Lands on surplus property sales. It also allows the Department to exchange appraised real property and receive or pay the difference. The administrative rule change repeals the existing Administrative Rule 39.03.45 and replaces it in its entirety with a rule that streamlines the disposal process in the property management area.

2) State/Local Agreements. Various state/local agreements citing obligations of all parties regarding a specific project were reviewed. During January through April 1996, the Districts submitted 40 state/local agreements and cooperative agreements to Headquarters for processing.

3) Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

STM-5120(609), key 5836 - Washington State Line to End Thama Rocks, US-2, Bonner County, District 1. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$144,133.

STKP-1597, key 5846 - Mullan Maintenance Yard, Shoshone County, District 1. Low bidder: MJB Materials Company, Spokane, Washington - \$214,770.

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ST-4170(612) and ST-4170(615), keys 5901 and 6187 - Main Street, Kendrick and Kendrick to bottom of Bear Ridge Grade, SH-3, Latah County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$1,425,291.68.

STP-RS-4750(100), key 4785 - Orofino North City Limits to Ahsahka, SH-7, Clearwater County, District 2. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$2,266,318.86.

STM-4704(603), STM-4200(618), STM-4200(611), STM-4712(600) and STM-4749(604), keys 6056, 6340, 5463, 6344, and 5798 - Reed's Bar to Elk City, Kamiah to Kooskia, Orofino to Greer, Cottonwood Business Loop, and Gilbert Grade; SH-14, US-12, US-95, and SH-7; Idaho, Lewis, and Clearwater Counties; District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$614,981.73.

STP-3882(100), key 5945 - Snake River Bridge to Cambridge, SH-71, Adams and Washington Counties, District 3. Low bidder: Nelson Construction Company, Boise, Idaho - \$1,979,802.95.

STPG-RRP-4400(100), key 4802 - Pioneer Road, West of Weiser, Washington County, District 3. Low bidder: Idaho Sand and Gravel Company, Inc., Nampa, Idaho - \$227,700.85.

STM-2390(644), STM-2390(645), STKP-4611, and STKP-4612, keys 5822, 5823, 6334, and 6335 - Salmon River to Custer County Line, Redfish Lake Creek Bridge to Valley Creek, Stanley Stockpile, and Warm Springs Stockpile; SH-75; Blaine and Custer Counties, District 4. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$1,259,018.12.

UST-62100, key 4955 - Underground Storage Tank at Mackay, Custer County, District 6. Low bidder: Leonard Petroleum Equipment of Twin Falls, Inc., Twin Falls, Idaho - \$46,530.58.

ST-2854(608) and ST-2854(602), keys 6190 and 5638 - Pommerelle Road to Albion, Main Street, Albion, SH-77, Cassia County, District 4. Low bidder: Hunziker Construction Company, Pocatello, Idaho - \$557,697.90.

ST-6747(602), ST-6747(603), and ST-6747(604), keys 5913, 5914, and 6145. Low bidder: LeGrand Johnson Construction Company, Logan, Utah - \$1,544,260.02.

ST-1804(603), STM-1803(602), and STM-1731(600), keys 6143, 5778, and 5780 - Preston to Riverdale Bridge, Bear Creek Road to Turnaround, and Weston to Dayton; SH-34 and SH-36; Franklin County; District 5. Low bidder: Jack B. Parson Companies, Ogden, Utah - \$627,640.40.

ST-6729(602), key 5912 - Swan Valley to Pine Creek Road, SH-31, Bonneville County, District 6. Low bidder: Hunziker Construction Company, Pocatello, Idaho - \$583,494.11.

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STKP-1596, key 5845 - 40 Acres and Coeur d'Alene Stockpile, Kootenai County, District 1. Low bidder: MJB Materials Company, Spokane, Washington - \$146,800.

NH-STP-F-4161(007), key 4469 - Washington State Line to Line Street, Moscow, SH-8, Latah County, District 2. Low bidder: Poe Asphalt Paving Inc., Clarkston, Washington - \$2,738,341.49.

STM-84-1(521)0, key 6358 - Roadside Mowing, I-84, and I-184, Ada Canyon, Elmore, and Payette Counties, District 3. The low bidder was more than 25% under the engineer's estimate, requiring justification. The engineer's estimate for this pilot project for roadside mowing was based on the District's best guess on the amount of labor involved in completing this project. Staff thinks the bids were reasonable and that readvertising would delay the project past the viable mowing dates and would not result in any savings, therefore recommends awarding the project.

The Board concurred with staff's recommendation to award the bid. Low bidder: Green Velvet Reclamation, Sugar City, Idaho - \$21,840.

STM-6390(602), STM-6450(612), STM-6350(612), STKP-6736, STKP-6718, and STM-6500(612), keys 5593, 5588, 5579, 6128, 5600, and 6354 - East Fork Salmon River to Jct. US-93, Gilmore North and South, Moore to Custer County Line, STKP-6718, STKP-6736 and Lincoln Road to Idaho Canal; SH-75, SH-28, US-93, and US-26; Custer, Lemhi, Butte, and Bonneville Counties. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$482,218.95.

IVH-9416(601), key 5855 - Storm Warning System Operational Test, Ext., I-84 and I-15; Cassia County, Idaho and Box Elder County, Utah, District 5. Low bidder: Walton, Inc., Heyburn, Idaho - \$259,663.89.

UST-51300 and UST-51100, keys 4953 and 4954 - Underground Storage Tanks at Blackfoot Maintenance Yard and McCammon Maintenance Yard, Bingham and Bannock Counties, District 5. Low bidder: Crandall Service Company, Inc., Twin Falls, Idaho - \$143,113.

4) Revisions to Board Policy B-06-08, Professional Services Agreement. This policy was revised to clarify the usage of task agreements when related to a term agreement and to clarify Board approval. Minor revisions in policy language were also made.

5) Revisions to Board Policy B-20-03, Public Hearings. Revisions to this policy include establishing the Department's overall public hearing policy; adding notification of Board members whenever public information meetings and hearings are held; appointment of a Public Hearing Officer to receive public testimony at all public hearings; and establishing Board or other appropriate management staff authority to complete design determinations and inform the public.

6) Revisions to Board Policy B-13-02, Public Involvement for Location and Design Determinations. This policy was revised to establish: when a public hearing must be held;

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authority to waive public hearings; location and design determinations, and overall guidelines for public involvement.

7) Deletion of Board Policy B-09-05, Public Hearings on State Highway System Actions. This policy was combined with B-20-03 and B-13-02.

Additional Bids. Due to a conflict of interest, Member Smith abstained from approving the following bids. Member Combo made a motion, seconded by Member McHugh and passed unanimously, to approve the following bids:

ST-2390(652), key 6156 - Intersection First Street, Ketchum, SH-75, Blaine County, District 4. Low bidder: Shotwell's Inc., Twin Falls, Idaho - \$87,126.03.

ST-2390(627), key 5364 - Intersection Third Street, Ketchum, Blaine County, District 4. The low bidder was more than ten percent over the engineer's estimate, requiring justification. This was the second time the project was advertised. The first bids were determined to be too high and were rejected. The controlling difference between the low bidder item costs and the engineer's estimate was in items 656-A Traffic Signal Installation and SP-02 Removal of Signal Pole. The low bidder is also the low bidder on the Intersection First Street project in Ketchum, therefore it is predicted that a lower bid will not be achieved by rebidding this project for the third time. Also, having the same contractor on both signal projects will help to coordinate the construction, scheduling and traffic control work. The city of Ketchum has supplied matching funds for the construction of this project. They are anxious for this project to be constructed this summer with minimal traffic interference. Low bidder: Shotwell's Inc., Twin Falls, Idaho - \$105,631.50.

Professional Agreements. The Board requested information on what type of work the consultants listed in the professional agreements report perform and also reasons for additional costs and addendums. Payments for engineering consultant agreements amounted to \$129,504.60 during May 1996 and general consultant agreements equalled \$89,470.00 for a grand total of \$218,974.60.

Member Combo made a motion, seconded by Member McHugh, to accept the professional agreements report for the month of May. The motion passed unopposed.

Annual Press Club Awards. Sue Higgins, Secretary to the Board, reported on the accomplishments of the Department at the annual Idaho Press Club Awards in April for work done during 1995. The Department took top honors in five categories, including Annual Report for the "ITD Overview", Promotional Writing for the "Taking the Scenic Route" booklet; Media Kit for "US-89 Montpelier to Geneva Public Hearing" which included a written brochure and a five-minute videotape; Non-Profit Campaign for "Life in Idaho is too Great to Lose", and Special Purpose Publication for the "Operation Wildflower" pamphlet. ITD also won second place in the Special Purpose Publication category for "Taking the Scenic Route."

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Although numerous people throughout the Department were involved in developing these publications, the Office of Public Affairs had direct responsibility and oversight for the work. The Board congratulated all personnel involved and thanked them for their efforts.

Director's Items. Yesterday Director Bower traveled to Cheyenne, Wyoming to meet with Federal Highway Administrator Rodney Slater. Members of the five-state coalition, which Idaho is a part, were all represented at the meeting. The main topics of discussion were the reauthorization of ISTEA, including the importance and impacts of the federal lands program and the donor/donee state relationships, and innovative financing.

Chairman Winder and Member McClure joined the meeting at this time.

Director Bower met with the Aeronautics Advisory Board on June 12 and narrowed the list of applicants for the Aeronautics Administrator position to two. A decision is expected to be made early next month.

The Department has been working with the Governor's Office on two projects utilizing Stripper Well funds. The Governor's Office and Ada County Highway District have each agreed to contribute \$500,000 towards the Bogus Basin Road project, with the remainder of the funds coming from the Forest Highway Program. Because of the forest funds involved, FHWA Federal Lands Division will administer the project.

The Governor is also working with the Department of Energy on assistance to fund new railroad crossing signs from the Stripper Well fund. The passive buckeye shields would be installed on all publically-owned roads in Idaho, which number in excess of 1,000. This would cost approximately \$1 million.

Idaho received approximately \$12.6 million in Emergency Relief funding to assist with the cleanup and repairs of the north Idaho flood earlier this year. This amount should cover the repairs on state and federally-assisted highways. The Director congratulated all of the staff who have been involved in this effort and especially those who have worked closely with the local entities.

Universal Studios is in the process of filming a movie, "Dante's Peak" in the Wallace area. District 1 Engineer Scott Stokes has been working cooperatively with Universal Studios on a number of issues, including impacts to and lane closures on I-90 for filming purposes. The District is doing a commendable job accommodating both Universal Studios and the traveling public.

The Department has submitted an application for federal lands discretionary funds for the Mesa Falls Scenic Byway project in the amount of \$6.9 million. Staff is in the process of finalizing the I4R discretionary funds application for the I-184 Wye Interchange project.

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The new state travel policy has been released and will be forwarded to the Board. The effective date is July 1, 1996.

Staff made a presentation at the Port of Entry Interim Committee's first meeting on June 14.

A temporary support ramp being used for the Cole/Overland project in Boise caved in approximately one and a half weeks ago. Problems with the approach were identified early and the ramp was closed before it actually fell in. The Director commended the district and public affairs staff for handling the situation professionally and being helpful and informative, especially when working with the media.

Board Items. At the May meeting, a needs analysis report on US-95 was presented. Member Smith emphasized the importance of the US-30/I-84 corridor and said it is probably the most important commercial corridor in the state. Member Combo added that the corridor has a higher percentage of trucks than US-95 does. Member Smith made a motion to direct staff to perform a needs analysis for the US-30 and I-84 corridor from the Wyoming boarder to the Oregon border. Vice Chairman Mitchell seconded the motion and added that this corridor is a vital link and deserves consideration. The motion passed unanimously.

Chairman Winder reported on the June 18 meeting of the Intermodal Commercial Freight Task Force. Educational presentations were made on the trucking, railroad, air, and port modes of transportation. A consultant from Wilbur Smith Associates was retained on an as-needed basis and served as a facilitator for the first meeting. Chairman Winder stated no commitment has been made for additional services from the consultant, but the Board will be kept informed of any action on this. A proposed budget for the Task Force was also reviewed.

Member Combo expressed concern with the high avalanche potential on SH-21 near Banner Summit. He asked if a study could be done on this area and recommendations made for the Board, including the closure of SH-21 until the avalanche danger subsides. Not only is the safety of the traveling public an issue, but just as importantly, the safety of the maintenance crew who are responsible for maintaining and opening that stretch of highway. Chairman Winder asked for information on the 1986 Governor's commitment to keep SH-21 open in winter, determine if ITD can be released from that commitment, and recommendations on the avalanche area.

Member Combo asked staff to determine options for old SH-55 by Horseshoe Bend Hill, including abandonment and closure.

Public Transportation Grant Funding, District 4. At the March Board meeting, recommendations were presented for the distribution of FY96 Federal Transit Funds. The Board approved the funding recommendations for FY96 with the stipulation that District 4's funds be combined with distribution to be resolved later. The concerns for District 4 funding centered on the fact that the Public Transportation Advisory Council and the Regional Transportation

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Advisory Committee (RPTAC) had several vacancies during the time grant applications and grant funding recommendations were made. In April, the Board filled the vacancies, bringing the Council and Committee members up to the full complement.

The RPTAC made a recommendation for a 50/50 split to KART and TRANS IV for grant funding as a one-time action to be revisited in late 1996. The RPTAC also recognized the need for more evaluation tools to make investment recommendations and more involvement in the regional planning process. The RPTAC is looking forward to the completion of the needs assessment that will provide quantitative tools for making investment decisions. The recommendation for distribution of CMAQ funding was also a 50/50 split.

FY97 ITD Strategic Plan Update. Beginning in FY96, Idaho Code required each agency to submit an annually-updated five-year strategic plan to the Division of Financial Management. During the past three months, the Department's divisions, districts, bureaus, and sections have reported on their success in accomplishing the objectives set forth in the FY96 Strategic Plan and have updated their strategic plans for FY97. Mark McNeese, Transportation Planner, said the Department's FY97 Strategic Planning Team provided oversight in this year's update process, and will recommend methods for tying the FY98 update to the budget process, the long-range transportation plan, and other Department activities. Director Bower thanked Mr. McNeese and the team members for their extra work and efforts on this Plan, in addition to their regular duties. The Board concurred and felt the plan was well done.

Member Miller made a motion, seconded by Member McHugh, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, Section 67-1902, Idaho Code, requires the administrative head of
TB96-42 each state agency to submit to the Division of Financial Management an annually-updated comprehensive strategic plan by July 1 of each year; and

WHEREAS, the Strategic Planning Team has provided the necessary oversight for improving and updating the Department's strategic plan for FY97; and

WHEREAS, the Division of Transportation Planning has completed a draft of the FY97 Strategic Plan and is hereby submitting it to the Transportation Board and to the Executive Management Team for review.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes the Division of Transportation Planning to proceed with the F97 strategic planning process and submit the plan to the Division of Financial Management by July 1, 1996, in accordance with Section 67-1902, Idaho Code.

Statewide Rural Functional Classification Update and Review of Highway System Additions/Deletions. In accordance with Board Policy B-09-02, Urban Limits and Functionally

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Classified Highway Systems, an updated functional classification map of the state highway system was presented.

Member Smith made a motion, seconded by Member Combo, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, federal guidelines suggest a five to ten year planning horizon for
TB96-43 functional classification system maps; and

WHEREAS, Board Policy B-09-02 states that the Director will present an updated functional classification map of the State Highway System to the Board for approval in June of each year; and

WHEREAS, input from each ITD district was included to ascertain if any revisions to the rural functional classification system were required; and

WHEREAS, staff has reviewed the State Highway System and has found the existing Statewide Rural 2005 Functional Classification System map, as shown as Exhibit 162, which is made a part hereof with like effect, adequate to meet the Department's needs for the near future.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Statewide Rural 2005 Functional Classification System map for the State Highway System as presently designated.

In conjunction with the update of the functional classification map, staff was asked to examine the issue of highway system additions and deletions. Several major collectors which provide duplicate service and major collector stub routes within one county which score less than 30 points were recommended for removal in accordance with Board Policy B-09-06, State Highway System - Additions and Removals. Additionally, the Banks to Lowman highway, which connects two state highway arterial routes and serves long distance travel; Grandview Road, linking two state highways, one an arterial and one a major collector; and the Buhl to Wendell highway, connecting an interstate route with a minor arterial, were suggested for addition to the state system. Senior Transportation Planner Garry Young recommended a negotiating team be established to work with the local highway jurisdictions involved in the recommended additions and removals.

Member Combo asked if establishing a negotiating team is premature and questioned if the numbering system and criteria established in B-09-06 needs to be revisited. He added that the financial capability is a major issue. Member Smith concurred that a negotiating team is not appropriate at this stage, but rather a planning team to determine the potential of these recommendations and to get input from the local entities on their concerns and issues to address.

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Member Miller made a motion to table this item and for staff to present more information on this subject. Member Combo seconded the motion and it passed unanimously.

Cassia County's City of Rocks Back Country Byway Proposal, District 4. A proposal from Cassia County to designate the 49 mile route from Oakley through the City of Rocks to Albion, including approximately 10 miles of SH-77, as the "City of Rocks Back Country Byway" was presented to the Scenic Byway Advisory Committee last month. Jack Lavin, Committee Chair, said the committee gave the request a favorable recommendation because it meets the guidelines and criteria. Additionally, the scenic, historic, cultural, and geological features along the route combine to make this route a byway worthy of being a part of Idaho's Scenic Byway system.

Cassia County is applying for ISTEA Scenic Byway funding to develop a Corridor Management Plan for the byway which will meet the federal requirements for a National Scenic Byway designation. The application is due to FHWA by June 28, 1996. A requirement for obtaining the necessary funding is that the route be designated as a state scenic byway by that same date. Cassia County is prepared to provide the necessary 20 percent match if the Board approves the proposed designation.

Vice Chairman Mitchell asked what ITD's commitment will be and what impacts this designation would have to the Department's budget, man power, and equipment. All scenic byways are signed, so the Department most likely will have additional signing responsibilities according to Mr. Young. He added that this program is financed with national funds, so no ITD money will be required for this byway.

Vice Chairman Mitchell made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board established Idaho's Scenic Byway
TB96-44 Program in November 1994; and

WHEREAS, Director's Memorandum No. 14 dated March 21, 1995 designated Idaho's Scenic Byways Advisory Committee as the responsible entity for advising the Board on Scenic Byway issues; and

WHEREAS, the Scenic Byways Advisory Committee has formulated guidelines and criteria for scenic byway and back country byway designations; and

WHEREAS, the Scenic Byways Advisory Committee has found Cassia County's nomination for the 49 mile route from Oakley and traversing southwest through the City of Rocks National Reserve and northeast to Albion as the City of Rocks Back Country Byway to meet those guidelines and criteria.

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NOW THEREFORE BE IT RESOLVED, that based on recommendation of the Scenic Byways Advisory Committee, the Idaho Transportation Board hereby designates the 49 mile route from Oakley and traversing southeast through the City of Rocks National Reserve and northeast to Albion as the City of Rocks Back Country Byway.

BE IT FURTHER RESOLVED, that this route shall be shown on the Official Idaho State Map and be signed as other scenic byways in Idaho.

Chairman Winder thanked Mr. Lavin and Cassia County Commissioners Hurst, Christensen, and Woodbury for attending the meeting. He also congratulated the Scenic Byway Committee and staff for the awards the "Taking the Scenic Route" brochure won at the Idaho Press Club Awards.

Idaho State Rail Plan. Upon recommendation by the Idaho Rail Advisory Council, the Board approved the distribution of the draft Idaho State Rail Plan in March for public input. The Plan serves as an updated component of the Idaho Transportation Plan and fulfills federal requirements to establish an adequate plan for rail services in the state as a prerequisite for eligibility to receive Local Rail Freight Assistance funding through the Federal Railroad Administration. The Council has considered the input received on the plan and now recommends adoption by the Board.

On behalf of the Rail Advisory Council, Ron Law, Public Utilities Commissioner, praised ITD staff for developing an excellent Plan. He also appreciated the opportunity to provide input and be involved in developing the plan. The Board asked how it can assist in abandonment issues and the diminishing service of rail. Mr. Law said State Rail Planner Ron Kerr has served as an expert witness when abandonments are being considered. He emphasized the importance of getting all key players together to study rail issues and prepare recommendations.

Member Smith made a motion, seconded by Member McHugh, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Department has developed the Idaho State
TB96-45 Rail Plan; and

WHEREAS, a complete update of the State Rail Plan has not occurred since 1982;
and

WHEREAS, the Rail Plan serves as the Rail Modal Plan component of the Idaho Transportation Plan and fulfills federal requirements to establish an adequate plan for rail services in the state as a prerequisite for eligibility to receive federal Local Rail Freight Assistance; and

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WHEREAS, the plan includes: an outline of the state rail planning process; goals and objectives; an overview of the state rail system and traffic; an examination of eligible lines for rail projects; line analysis and project selection; guidance for rail line preservation; rail issues, needs, and recommendations; and

WHEREAS, there has been an opportunity for public participation, comment and review by shippers, railroads, local and regional governmental bodies and others with an interest in state rail activities; and

WHEREAS, the Idaho Rail Advisory Council recommends adoption of the Rail Plan by the Idaho Transportation Board.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board adopts the Idaho State Rail Plan as an updated component of the Idaho Transportation Plan.

The Board members believe the plan was well done and thanked the staff and Council for their efforts in developing the document.

Information on Other Agencies' Maintenance Privatization Experiences. Information regarding the maintenance privatization experiences of British Columbia, Massachusetts, Iowa, and the city of Shoshone was presented at the January Board meeting. Members had specific questions that they asked staff to investigate and report on. The cause for cost increases in British Columbia were difficult to isolate, however, a major factor was the manner in which the contracts were set up. Initially the contractors had to submit a three-year lump sum bid. Due to the unpredictable nature of maintenance work, this type of contract probably worked against the Province in getting low bids. After reevaluating their contracting process, British Columbia now has the contractor submit a lump sum price for the first year of a five-year contract term. On each contract anniversary date, the value of the annual lump sum is adjusted according to a well-defined annual price adjustment process, using a formula to calculate the following year's lump sum price from federally published economic indicators.

Another factor is that the contractors are required to have a work identification program, a maintenance management program which provides work plans, and a work reporting system. With the maintenance service being conducted by the public sector, these functions were performed on a more centralized basis by the Province, however, with privatization, these functions have to be duplicated by each individual contractor.

In response to Massachusetts only utilizing state funds or if Davis Bacon was a factor, only state funds were used in the maintenance contracts. Massachusetts, however, has a prevailing wage law which is similar to Davis Bacon, therefore, the contractors' employees are generally paid at a higher rate than the state employees. Comparisons of Idaho and Massachusetts shows Idaho's land area at 82,715 square miles to Massachusetts' 7,934 with .5%

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and 39% being urban areas, respectively. Other comparisons include population and percentage urban: Idaho - 1,011,000, 44.6%, Massachusetts - 6,018,000, 87.7%; lane miles and percentage urban: Idaho - 11,789, 7.9%, Massachusetts - 9,524, 64.5%.

The Board thanked Assistant Maintenance Engineer Bryon Breen for the update on this issue.

Status Report on Lolo Pass and Lost Trail Pass Rest Area/Visitor Information Centers.

At the January meeting, an annual status report was presented outlining present and future rest area plans and costs. Staff mentioned preliminary discussions on joint participation with the US Forest Service (USFS), the Montana Department of Transportation (MDT), and ITD on two separate roadside rest area/visitor information centers. The Board encouraged staff to pursue these partnerships and report progress being made.

Meetings have been held to determine if a three-way joint venture is feasible and practical. All three agencies have agreed and believe that a rest area/visitor information center is needed at the Lolo Pass, US-12 and Lost Trail Pass, US-93 sites and have agreed to pursue preliminary studies and concepts to meet user needs. Preliminary discussion indicates that Lost Trail Pass will be a summer use facility only and would be closed during the winter. Two separate facilities and parking lots would be developed later by the USFS for snowmobiles and cross country skiers, while a third smaller facility and parking lot would be developed at a trail head. MDT will be the lead agency in design, construction, operation and maintenance of the Lost Trail Rest Area. At this point, funding for design and construction would be 50% ITD and 50% MDT. The USFS would provide the land, all necessary environmental documents, and 100% funding for design, construction, operation, and maintenance of the Visitor Information Center which would be built, separate from the rest area building but on the rest area site. Operation and maintenance of the rest area and related facilities would be 45% ITD, 45% MDT and 10% USFS. A draft memorandum of understanding (MOU) is currently being circulated and reviewed by the respective agencies.

In addition to a rest area/visitor information center, the proposal for the Lolo Pass facility is for it to serve as a recreational, cultural, and historical site. Trail head access, interpretive sites, snowmobile and cross country skier parking would be incorporated into the master site plan. The USFS and ITD will be the lead agencies in design, construction, operation and maintenance of the Lolo Pass complex. Each agency would define their areas of responsibility and involvement through a properly executed MOU. At this point, funding for design, construction, operation, and maintenance would be 33% ITD, 33% MDT, and 33% USFS. The value of the land would be deducted from the USFS's share and USFS would provide all necessary environmental documents. Operation and maintenance of the facility is still in the negotiation stage between ITD and the USFS.

In conclusion, Maintenance Engineer Clayton Sullivan said costs associated with the two facilities, funding, and funding sources are yet to be determined. Several avenues for funding are

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being considered. Both projects have tentatively been set for construction in FY99, but due to differences in fiscal years and budgets, the projects may be phased in over several years to better accommodate the various participating agencies. Another factor being considered in the design and construction is that both facilities will be included in the National Celebration of the Lewis and Clark Trail System that the US National Park Service is planning.

Because District 2 has drawings of the proposed Lolo Pass facility, Vice Chairman Mitchell asked for a more-detailed presentation from the district at next month's meeting. The Board extended appreciation to the staff for their work in these partnership efforts.

Executive Session on Legal and Personnel Issues, Sections 67-2345(f), and 67-245(h), Idaho Code. At 11:50 AM, Member Smith made a motion, seconded by Member McHugh, to meet in executive session to discuss legal issues with Deputy Attorney General (DAG) Steve Parry. The motion passed unanimously.

The Board came out of executive session at 12:45 PM. No decisions were made.

Speed Limit Violation Penalties. Because of the Board's expressed interest in increasing the penalties for speed violations, DAG Parry provided a copy of the order from the Supreme Court setting the new infraction penalty schedules that will take effect July 1, 1996. The only changes are that the penalty for each infraction is raised \$1. One of the Board's options is to ask the Idaho Infraction Rules Committee to reevaluate infraction penalties due to the new speed limits adopted by the Board.

Member Smith made a motion to table this item and have DAG Parry present specific infraction recommendations based on safety and enforcement. Member McClure seconded the motion and it passed unopposed.

Speed/Accident Study Progress Report. A Speed Study Group has been formed in response to the Board's request to study the effect of speed increases on accidents. Study and control corridors have been identified. Accident data will be collected for all corridors, however, speed and traffic data are only available for sites where automatic traffic records are located. The data to be collected and analyzed includes percent exceeding posted limits; 85th percentile information; average daily travel and vehicle miles traveled; all accidents; accident rate; fatality rate; injury rate; injury severity by type; and urban/rural designation.

ITD is dependent on outside agencies to supply accident information, so there is a lag time in reporting. Every attempt will be made to gather and process the data quickly, though. Formal analysis reports will be made in October for the first three months, in January 1997 for six months, and in October 1997 for the full year. The group plans monthly informal progress reports to the Board beginning in August.

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Salary Savings used for Highway Construction Projects. Deputy Director (DDIR) Keith Bumsted reiterated the Department's commitment that all available funding will be channeled into highway construction projects in order to reduce the backlog of critical pavement repair projects. Savings realized by the Department in the personnel category for FY96 are projected to be in excess of \$2.5 million with the primary factors for this savings as position vacancies created by implementation of efficiency measures, turnover savings generated when a position is vacated and filled later at a lower salary, and by lower than anticipated group costs. The Highway Division has identified \$2.55 million in urgently needed pavement repair projects to be funded by personnel cost savings in FY96.

Member McHugh made a motion, seconded by Member Combo, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Department to use all resources
TB96-46 available to maintain the State's highways in the best possible condition; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available funding to maintain and improve the State's highways; and

WHEREAS, weather conditions have caused several roadways in the State to deteriorate more rapidly than anticipated and these roadways are now in urgent need of repair; and

WHEREAS, expenditures for personnel costs for FY96 have been less than the authorized budget amounts and in an amount sufficient to fund the costs of these urgently needed repairs; and

WHEREAS, the Department managers have determined that approximately \$2.55 million needed to make these repairs can be made available from personnel budget savings; and

WHEREAS, Department staff has identified the most urgent pavement rehabilitation to be addressed with this funding.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves transfer of \$2.55 million authorized for personnel costs to contract construction to fund the list of State projects included in this item; and

BE IT FURTHER RESOLVED, that Department staff is authorized to encumber FY96 budget authorized monies for construction and payment of those projects listed herein.

The Board praised the Department for its efforts in realizing these savings and directing these funds to highway projects.

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Information on Super Negotiator or Acquisition Specialist. Earlier this year, the concept of the super negotiator, or acquisition specialist, utilized by Washington and Oregon was reported to the Board. The members asked for additional information as to the settlement authority limits and the nature of the Oregon and Washington Board's involvement in approving settlements.

Right of Way Manager Leonard Hill said both the Oregon and Washington attorney general offices assign acquisition specialists to settle condemnation cases that were not resolved during the right-of-way negotiation process, but which have the potential for settlement. In 1994, Washington sent 188 parcels to the attorney general, of which 98 were assigned to the acquisition specialist and 76 were settled. The total fair market value of the parcels assigned was \$12.37 million. The cost of the parcels settled was \$7.1 million, including \$1.65 million in administrative settlements. Washington believes their success was largely because the land owner had been served with a condemnation complaint and realized that the acquisition specialist was the best chance to settle the case prior to proceeding to court. The attorney general's office believes the acquisition specialist settles what would otherwise be the workload of 2 1/2 attorneys.

The acquisition specialists in Washington can settle a case for up to \$5,000 over the fair market value without receiving additional authority, however, if he knows that settlement authority beyond his authorized limit is needed in advance of calling on a property owner, he seeks the concurrence of the right of way manager, who has unlimited authority to make administrative settlements. The concurrence of the concerned district engineer is also obtained prior to making any large settlement due to potential budgetary impacts. The Washington Transportation Commission, equivalent to Idaho's Board, has retained no authority for approving acquisition of individual parcels based on a monetary ceiling, nor has it retained administrative settlement authority. This has been delegated to the director who, in turn, has vested settlement authority in the right of way manager.

In addition to negotiating settlements in condemnation cases in Oregon, acquisition specialists assist the attorney general's office with trial and witness preparation. Since creating the position, approximately 50% of the backlog of condemnation cases has been settled. Property owners, who are routinely surveyed in Oregon concerning their impression of the right of way process, have been generally satisfied. The acquisition specialist is viewed by the public as a mediator and having him work in the attorney general's office has assisted the attorneys to be better prepared when they go to trial. The Oregon Transportation Board places no cap on offers that staff can make to land owners without Board approval, nor does the staff have a limit on administrative settlements. These settlements are within the discretion of the right of way manager and must be supported by the circumstances of the case and documented in accordance with FHWA requirements. The right of way manager provides the Board a list of properties acquired, their appraised value, and any administrative settlements on a regular basis in order for the Oregon Board to track the acquisition cost of project related property.

Vice Chairman Mitchell made a motion for staff to develop a proposal for utilizing an acquisition specialist as a pilot project. Member Miller seconded the motion and it passed unanimously.

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Board Policy B-03-01, Acquisition and Disposal of Real Property. Staff was asked to review Board Policy B-03-01 which requires Board approval prior to staff initiating negotiations to purchase land parcels valued at more than \$150,000. Over the past five years, the Board authorized purchase of 40 parcels whose appraised value was greater than \$150,000, however, approximately two years ago the threshold for Board approval was increased from \$100,000 to \$150,000. An additional 10 parcels were approved for acquisition by the Board under the earlier monetary limit, therefore, 50 parcels required Board authorization for acquisition since 1991, or an average of 10 each year.

During that time, the Board has never denied staff proceeding to acquire any parcel of land. The process has seemingly been more ministerial than a process of authorizing some acquisitions and denying others. It takes from 30 to 60 days to obtain Board approval, and until approval is obtained, no offer can be made to purchase a parcel, and that part of project development is placed on hold. Budget authority has been moved to the Districts, requiring District Engineers to monitor the cost of each parcel of right of way purchased to insure it approximates the amount estimated in their budget.

Member Combo made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, Board Policy B-03-01, Acquisition and Disposal of Real Properties
TB96-47 and their Improvements, requires the Idaho Transportation Board to approve
the acquisition of real property valued in excess of \$150,000; and

WHEREAS, it takes from 30 to 60 days to obtain Board approval to acquire a parcel which places project development, as to that parcel, on hold; and

WHEREAS, budget responsibility has moved to District offices, who must monitor the cost of right of way acquisition; and

WHEREAS, staff administrative settlement authority on any single parcel is limited to 10% of its total value over \$150,000 and the Board approval process delays the project development of affected parcels.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves amending B-03-01 to remove the monetary limit on staff acquisition of individual parcels of real property; and

BE IT FURTHER RESOLVED, that the Board increases under B-03-01 staff administrative settlement authority to 10% over a parcel's fair market value or \$100,000, whichever is greater; and

BE IT FURTHER RESOLVED, that the staff will provide the Board, on a regular basis, a status report indicating the total cost of all parcels purchased, the amount of any administrative settlement, and the total acquisition cost.

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Highway Development Program Supplement 96-5. The objects of this supplement are to advance FY97 State-Funded projects into FY96 to fully utilize the FY96 construction budget available due to cost savings and delayed projects; add new urgently-needed projects to the FY96 State-Funded program to utilize \$2.5 million in savings in the FY96 budget for personnel; add more projects to the Emergency Relief Highway Development Program to implement flood damage repair projects for the November 1995 north Idaho flood; add more projects to the Emergency Relief Highway Development Program to implement flood damage repair projects for the February 1996 north Idaho flood; request concurrence with changes to the FY96-2000 Federal Lands Highway Development Program as modified by the Tri-Agency Group in April; and update the cost of existing projects to current costs.

Member Combo made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
TB96-48 accomplish a current, realistic and fiscally constrained Highway Development
Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal and State highway funding; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a 3 year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, the proposed changes in Supplement 96-5 to the FY96-2000 Highway Development Program bring the FY96 State and Federal Highway Programs within current available funding levels; and

WHEREAS, the Department is continuing to develop permanent flood repair projects in response to the November, 1995 and February, 1996 North Idaho Floods; and

WHEREAS, the Department has received an additional \$4.6 million in Federal-Aid Emergency Repair funds for the North Idaho Floods bringing the total received to \$12.6 million.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY96-2000 Highway Development Program itemized and explained in Highway Development Program Supplement 96-5, as shown in Exhibit 163, which is made a part hereof with like effect, and authorizes staff to make the appropriate changes to the FY96-98 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

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Speed Limit Recommendations. Additional recommendations on increasing speed limits on non-interstate NHS routes and other non-NHS state routes were made, based on appropriate studies, consultation with law enforcement agencies, and district input. In response to input from local public agencies in District 1, Member McHugh made a motion not to change the speed limits on SH-1 and US-95 in Boundary County. Vice Chairman Mitchell seconded the motion. Member Smith asked what the current limits are. Staff did not have that information available at the meeting. Member McClure said the statute requires the Board to set speed limits and questioned deferring action to county commissioners. He reiterated his support to rely on the engineers' studies and recommendations.

Member Smith made a substitute motion, seconded by Member Miller, to table action on speed limits on SH-1 and US-95 in Boundary County until next month. The motion passed unopposed.

No change was recommended on US-93, Arco north. Member Smith made a motion to re-evaluate US-93, Arco north and provide information to the Board on this stretch of highway. Member McHugh seconded the motion and it passed unanimously.

Member McClure made a motion, seconded by Member Miller, to approve the following resolution:

RES. NO. WHEREAS, by virtue of Section 49-201(4), Idaho Code, the Idaho
TB96-49 Transportation Board may, upon the basis of an engineering and traffic
investigation, determine and declare a reasonable and safe maximum speed limit at
any intersection or other place or upon any part of the state highway or interstate
highway system, not exceeding a maximum limit of seventy-five (75) miles per
hour on interstate highways and sixty-five (65) miles per hour on state highways;
and

WHEREAS, based upon engineering and traffic investigations, the portions of
routes indicated on Exhibit 164, which is made a part hereof with like effect, have
been recommended by Idaho Transportation Department staff for speed limit
increases.

NOW THEREFORE BE IT RESOLVED, that it is hereby determined and declared
that the maximum speed limits designated in Exhibit 164, over and upon the
portions of the State Highway System described in Exhibit 164, be and hereby are
the reasonable and safe maximum speed limits thereon and shall henceforth be
effective at all times during the hours of daylight and darkness.

The motion passed five to one with Vice Chairman Mitchell opposing.

Condemnations. Member Smith made a motion, seconded by Vice Chairman Mitchell, and passed unanimously, to approve the following resolutions:

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RES. NO. WHEREAS, the Department has filed a condemnation on parcel no. 15, Eagle
TB96-50 Alternate Route; and

WHEREAS, there is a dispute over the valuation of the property.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes an offer of just compensation to the property owner in accordance with a figure given the Director.

RES. NO. WHEREAS, the Department has filed a condemnation on parcel no. 5, project
TB96-51 no. F-3271(052), key 3758; and

WHEREAS, there is a dispute over the valuation of the property.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes an offer of just compensation to the property owner in accordance with a figure given the Director.

RES. NO. WHEREAS, the Department has filed a condemnation on parcel no. 37, Eagle
TB96-52 Alternate Route; and

WHEREAS, there is a dispute over the valuation of the property.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes an offer of just compensation to the property owner in accordance with a figure given the Director.

RES. NO. WHEREAS, the Department has filed a condemnation against parcels 5 and 2 on
TB96-53 the SH-21, Diversion Dam to I-84 project; and

WHEREAS, the Department and property owners have been negotiating for a settlement of the condemnation; and

WHEREAS, the Department has an appraisal of the property over \$450,000; and

WHEREAS, the property owners have an appraisal of the property far in excess of the Department's appraisal.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes an offer of just compensation to the property owners in accordance with a figure given the Director.

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Member Smith made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Attorney General's office has on two occasions initiated changes
TB96-54 in the attorney personnel at the Idaho Transportation Department (ITD) without consultation with the Transportation Board or Department Director; and

WHEREAS, the Transportation Board and Department Director feel our attorney staff is vital to operations and a continuing experienced staff is necessary for our ongoing case load involving millions of state tax dollars; and

WHEREAS, we feel the Attorney General's Office has significantly and adversely affected ITD's attorney staffing and ability to meet the needs of the state.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board requests the Attorney General give immediate assistance to ITD to replace George Parham with a new, experienced trial attorney to assist with the burgeoning case load affecting the Transportation Department.

Division of Motor Vehicles' (DMV) Efficiency Measure. The Division has absorbed additional work from unfunded mandates, growth in general state population, and an increasing demand for services. All of this comes in a time of employee cutbacks and efficiency challenges from the legislature. DMV's challenge is to find innovative ways to continue to improve customer service.

Correctional Industries was approached on a project to data enter and complete manual certified mail processing. According to Motor Vehicle Administrator (MVA) Morris Detmar, four full-time equivalent positions and approximately seven temporary employees could probably be eliminated, however, these reductions would not be immediate, but would develop over a two to three year period.

Chairman Winder questioned what documents would be sent through certified mail and expressed concerns with security and invasion of privacy. MVA Detmar said Correctional Industries would handle certified documents such as notification of driver's license cancellation and notification of title cancellations. He concurred that security and invasion of privacy are concerns and are being looked at carefully.

Vice Chairman Mitchell made a motion, seconded by Member Combo, to endorse the use of Correctional Industries in the DMV's privatization efforts. The motion passed unanimously.

License Plate Format and Design. With the passage of Senate Bill 1553, the Department has direction within legislative intent to modify the format of general issue license plates to improve readability. In order to have full size designators, the plate must accommodate seven characters, and in some more populous counties, an alpha numeric mix must be employed to

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obtain a sufficient number of unique plate number combinations. The design of the plate must be modified slightly, so that the taller trees on the right hand side of the plate do not interfere with the readability of the plate. Law enforcement representatives have also asked that the background for the identifiers on the plate be lightened to improve contrast and readability.

Member Miller made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1553, which includes legislative intent giving direction
TB96-55 that Idaho license plates meet national readability standards, was approved during
the 1996 legislative session.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the modified statehood centennial license plate; and

BE IT FURTHER RESOLVED, that the county designation for Ada County be changed to "A".

Vehicle Services Manager (VSM) Ed Pemble displayed the new timber plate, approved in 1995, and the new elk plate to be available this fall. The Board expressed concern that Idaho Code specifies only one game plate shall be available. VSM Pemble said the blue bird plate will be discontinued and the elk plate will replace it as the game plate. Notification will be sent to the public on this change.

Member Smith made a motion to delay implementing the new elk plate until the Department's Deputy Attorney General's Office can review the issue. Member McClure seconded the motion and it passed unopposed.

Truck and Trailer Registrations. Currently, vehicles are registered based on maximum gross vehicle weight considerations. This concept is not understood by many who actually should be registering their vehicles in the heavier weight categories. Vehicle owners may be subject to inconvenience when found to be in violation of registration provisions, and the Department may be perceived to be overly restrictive and unreasonable on these occasions.

The DMV is proposing that weight categories be adjusted to allow most ordinary vehicle use situations to become legal, within the passenger vehicle registration program. This proposal will allow all vehicles and trailers with a combined gross vehicle weight under 16,001 pounds to register separately and on their own merit. This proposal is included in the 1997 legislative idea packet.

1997 Legislative Idea Concept Review. Legislative proposals for the 1997 session were presented for review and approval. Following review of the approved concepts by the Division of Financial Management in August, draft legislation will be submitted to the Board for review and approval at the September meeting. The approved draft legislation will then be submitted to

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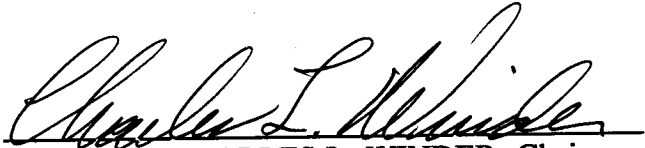
DFM in October for review prior to inclusion in the Governor's legislative package to the Legislature.

The Board asked for additional time to review the proposals and will revisit this item in July.

Financial Statement. The Department's financial statement through May 31, 1996 was reviewed. Although the balance in the operating category looks high, DDIR Bumsted said most of those funds will be encumbered by the end of the year. He added that the Department is in good financial shape. A preliminary year-end close-out will be submitted in July with the final report planned in September.

Update on Financial Management System. Thirteen teams are working on various components of the Department's new financial management system. The system will be set up and operational by July 1, but will not be fully hooked up. Other stages will include a testing period and preparing policies and procedures. This project has been a large undertaking and involved a lot of extra work and effort by staff. DDIR Bumsted stated some of the concerns have been the July 1 target date, which seemed to be an ambitious schedule, and the lack of communication. He added that on July 1 Chris Bupp, Information Systems Supervisor, will assume the role of project manager.

WHEREUPON, the regular monthly Board meeting and tour of District Four officially adjourned at 4:00 PM.


CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
July 19, 1996
Coeur d'Alene, Idaho

June 21, 1996

REGULAR MEETING AND DISTRICT ONE TOUR
OF THE IDAHO TRANSPORTATION BOARD

July 18-19, 1996

The Board meeting and District One Board tour officially began in Coeur d'Alene at 7:45 AM on Thursday, July 18, 1996. The following principals were present:

Chuck Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member - District 1
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member - District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Scott Stokes, District One Engineer
Larry Wolf, Assistant District One Engineer
Jack Coe, Administrator - Federal Highway Administration

Representative Kellogg was also present.

Delegation - City of Rathdrum. City council member Beverly Young reported on the safety concerns of SH-41. Rathdrum is growing fast and SH-41 is rapidly becoming a very heavily traveled highway. The city requested lowering the speed limit on the outskirts of town to 45 miles per hour and through town to 35. Additionally, council member Young believes raising the speed limit outside the city limits, from mile post 8.6 to 18.25 to 65 miles per hour would be dangerous. She provided letters of support for lower speed limits on SH-41 from various entities and individuals.

The Board asked staff to review the speed limits on SH-41 and provide recommendations.

The group boarded a bus provided by North Idaho Community Express and, accompanied by Coeur d'Alene Mayor A.J. Hassell and Department of Parks and Recreation Regional Manager Rick Cummins, traveled to East Sherman Avenue. The mayor reported on the poor drainage on this I-90 business loop, the severe cracking, and the antiquated traffic signals. He requested state participation on roadway improvements and signal replacement.

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While traveling the Coeur d'Alene Lake Drive Trail, Mr. Cummins provided background information on this project and thanked the Board for its participation in this 5-mile trail. The use of this recreational facility continues to increase. He asked the Board for assistance with securing long-term funding for the trail, and added that a number of amenities have been requested, but due to the limited resources, have not been funded. Member Combo expressed appreciation to FHWA for its involvement in the project.

Mayor Hassell and Mr. Cummins exited the bus before it headed north on US-95.

Delegation - Bonner County. County Commissioner Steve Klatt met the group around mile post 457.5 on US-95. He expressed concern with the speed limit in this area. The approach at that location is hard to see and a lot of slow-moving farm vehicles use that access. He believes 65 miles per hour is too high for that area and asked the Board to consider his concerns.

Regarding Dufort Road and the possible trade of SH-57 with ITD, Commissioner Klatt said no evaluation of these routes has been performed. Due to the flooding in Bonner County earlier this year, the county has been inundated with road repairs and paperwork and has not had time to review Dufort Road. He concluded by stating a good working relationship has been established with the district office.

The Board continued its tour on US-95 north and Dufort Road west. Representative Pischner joined the group in Priest River. The group drove on SH-57 to see the condition of this road because of Bonner County's request to trade Dufort Road for SH-57. The tour continued on US-2 east, viewing the Thama to Wrenco Loop and Wrenco Loop to Dover projects, then on US-95 to the Kootenai Cutoff to Colburn project. The group returned to Sandpoint on US-95 south.

Delegation - Boundary County and City of Bonners Ferry. County Commissioner Bob Graham expressed his appreciation to District Engineer (DE) Scott Stokes and the district staff for their assistance, particularly with the flood issues, and for their cooperation on transportation issues. The County's priorities include the US-95 Bonners Ferry north project; replacing the US-95 crossing over Deep Creek at McArthur Reservoir; eliminating or reducing the weigh station project; and advancing the US-95, Copeland Hill alignment and widening project to 1999, or sooner, by delaying the resurface project north of the 3-Mile Junction.

Truck traffic has increased considerably on US-95, according Ernie Gieselmann, Bonners Ferry Chamber of Commerce, and he is concerned for the safety of the traveling public, particularly the school buses. North Idaho Chamber representative Ben Studer emphasized the economic and commercial benefits of a good transportation system. Bonners Ferry Mayor Harold Sims and Chamber of Commerce representative Pete Wilson reiterated the need to keep the Bonners Ferry North project on schedule.

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Commissioner Graham concluded the presentation by encouraging the Board to retain the current speed limits in Boundary County. He does not believe the road conditions warrant speed limits above 55 miles per hour. He thanked the Board members for their time. Senator Tucker was part of the delegation.

Chairman Winder expressed appreciation to the legislators in northern Idaho for their support. He stated that US-95 is a high priority and the Board is supportive of this highway. The Department recently completed a highway needs study of this corridor, from border to border. He added that safety is a major concern of the Board.

Representative Pischner left the group at this time.

Delegation - City of Sandpoint. Mayor David Sawyer thanked the Board for visiting northern Idaho. He reported on the increased traffic in Sandpoint and stated the city is close to gridlock in downtown. He would like to work with the District staff to improve the traffic flow through the community. Mayor Sawyer recommended utilizing the Union Pacific railroad corridor for highway traffic. He does not believe a bypass of the city would alleviate the traffic problem because the majority of traffic is destined for downtown. A new traffic light was also requested.

The Board encouraged the mayor to work with the District on these issues.

The Board continued its tour on US-95 south.

Delegation - Cities of Athol and Bayview. Emergency Medical Technician Nadine Miller reported on the difficulty to cross US-95 on SH-54, slowing the response time to accident scenes. Because of the increased traffic on US-95, she is concerned with this hazardous intersection, and believes a traffic signal would alleviate the problem. Gary MacDonald, Vice Chairman of Lakeland School District, is also concerned with the safety at the intersection of US-95/SH-54. He also suggested lowering the speed limit through Athol to 45 miles per hour. Lanny Spurlock, mayor of Athol, said a number of residents have commented on the hazards of crossing US-95, especially in the fog. He believes a light with advance warning signs would help a lot. Chamber of Commerce representatives Jackie Orth and Elizabeth Justus both reiterated the dangerous situation at the intersection of US-95 and SH-54 and requested assistance to alleviate the hazards.

Chairman Winder asked the district to review this situation and provide a recommendation to the Board.

The Board returned to Coeur d'Alene via US-95 south.

WHEREUPON the Board meeting recessed at 4:35 p.m.

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The Transportation Board meeting reconvened at 7:30 AM on Friday, July 19 in the District One Office in Coeur d'Alene. All members were present.

June 19-21, 1996 Board Minutes. Member Smith made a motion to approve the minutes of the Board meeting held on June 19-21, 1996, as corrected. Member Miller seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
August 15-16, 1996 - District 5
September 25-27, 1996 - Boise
October 9-10, 1996 - District 6

Consent Calendar. Vice Chairman Mitchell made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves
TB96-56 the following items on the consent calendar: recommended roadway width map; highway access control map; contract awards; condemnation of parcels 37 and 38, key #1045 and parcel 5, key #4784; ratification of consultant agreement, Intermodal Commercial Freight Task Force; summary of pending legal cases; professional agreements report; and financial statement.

1) Recommended Roadway Width Map. In accordance with Board Policy B-14-02, Roadway Widths, the recommended roadway width map was presented to the Board. No revisions to the map were recommended.

2) Highway Access Control Map. The highway access control map was presented to the Board for review, in accordance with Board Policy B-12-15, Highway Access Control. No revisions to the map were recommended.

3) Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

STPG-5728(003), key 4198 - McGuire Road, UPRR Crossing at 20th, Kootenai County, District 1. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$101,131.36.

STP-CM-2900(100), key 5522 - Rayburn Street to Main Street, Moscow, Latah County, District 2. Low bidder: Quad-Cities Construction Inc., Pullman, Washington - \$266,640.68.

BLDG-31024, key 4832 - District 3 Multi-Purpose Building, Ada County, District 3. Low bidder: SanJer Corporation dba JS Construction, Nampa, Idaho - \$523,600.

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STP-0095(003), key 5982 - Oregon Trail Kiosks, Blaine, Oneida, Payette, and Power Counties, Districts 3, 4, and 5. Low bidder: All American Contractors, Inc., Blackfoot, Idaho - \$178,526.

ST-2360(607), key 5637 - Burley Corner, Buhl, Twin Falls County, District 4. Low bidder: Earth Rock, Inc., Twin Falls, Idaho - \$428,098.80.

STM-2790(602), STM-2790(603), and STM-2764(602), keys 5814, 5815, and 5818 - Minidoka to Kimama, Kimama West, and Barrymore to Eden Corner; SH-24 and SH-25; Minidoka, Lincoln, and Jerome Counties; District 4. Low bidder: Franklin Construction, Inc., Paradise, California \$227,815.

STM-1701(602), key 6347 - American Falls Business Loop, I-86, Power County, District 5. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$224,907.

IM-86-2(014)58 and IM-86-2(015)53, keys 6225 and 6226 - Airport Interchange to Flying Y and Arbon Interchange to Airport Interchange, I-86, Power and Bannock Counties, District 5. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$2,050,550.10.

NH-4110(107), key 5933 - Winchester to Culdesac, US-95, Nez Perce and Lewis Counties, District 2. Low bidder: Pacific Pavement Recycling, Inc., Seattle, Washington - \$629,719.70.

STP-84-3(048)208, key 5769 - Burley Interchange Landscaping, I-84, Minidoka County, District 4. Low bidder: Robert L. Angle and Associates, Pocatello, Idaho - \$286,613.75.

4) Authority to condemn parcels 37 and 38, project NH-F-2390(101), key 1045, and parcel 5, project NH-F-2391(055), key 4784, US-30/93, District 4.

5) Ratification of consultant agreement; Intermodal Commercial Freight Task Force. A consultant from Wilbur Smith Associates was hired to facilitate the Intermodal Commercial Freight Task Force's first meeting on June 18. Additional assistance was desired to provide up-to-date information on truck issues, identify and describe the issues most worthy of the Task Force's attention, and to make a presentation on the Western Transportation Trade Network. The agreement was for an additional \$10,147.

6) Summary of pending legal cases.

7) Professional agreements report. Payments for engineering consultant agreements amounted to \$143,332.86 during June 1996 and general consultant agreements equalled \$4,162.00 for a grand total of \$147,494.86.

8) Financial Statement. The Board reviewed a preliminary closeout report for FY96.

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Additional Bid. STM-15-3(521)127, key 6384 - Osgood Interchange to Camas Creek Bridge, I-15, Jefferson County, District 6. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The engineer's estimate is normally based on the Average Unit Price Report and past bidding history of projects of similar nature for standard items. In this case, the District did not have a history of similar projects with which to compare bids, as none were available at the time of project submittal. The bids on this project generally compare well with the engineer's estimate and bid opening on a similar project in District 3. The district has examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage of. The overall prices for the items on this contract are not unreasonable. Also, the project is not a real property improvement to any roadway and therefore should not be considered risky to allow the bidder to perform the work at the price offered. Staff recommended awarding the bid.

Vice Chairman Mitchell asked if a bond was required in case the contractor does not perform the specified work. Chief Engineer Ross said a bond was required. He added that ITD does not have historical records on mowing contracts because this is a new process as a result of the Department's efficiency measures.

Vice Chairman Mitchell made a motion to award the bid on key 6384 to the low bidder. Member Combo seconded the motion and it passed unanimously. Low bidder: Green Velvet Reclamation, Sugar City, Idaho - \$4,814.70.

Chairman Winder welcomed Representatives Pischner and Alltus to the meeting.

Board Items. The annual Western Association of State Highway and Transportation Officials (WASHTO) conference was held late last month in Albuquerque, New Mexico. Member McHugh reported that Arizona is pursuing loaning money to local entities by banks buying notes, using federal grants as security. He also attended an innovative financing course. He thought the conference was positive and educational. Member McClure attended two sessions of the Boards and Commissions. Discussions were held as to the role of the boards and commissions in WASHTO. He was elected to serve on a steering committee to provide continuity and communication between meetings. Some of the sessions Chairman Winder was present for included topics on weight distance tax and impacts of CANAMEX on Montana's system.

The Intermodal Commercial Freight Task Force met last week and established the key issues to address. Chairman Winder said next week's meeting will include a presentation on CANAMEX and its impacts on I-15 in Idaho.

Member Combo wanted the Board to be aware that he is involved in a dyed fuel problem in Montana. He requested a presentation at an upcoming meeting on dyed fuel, particularly ITD's role, and also on where fuel is taxed.

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Director's Items. Director Bower was elected president of WASHTO. When Idaho hosts the WASHTO conference next year, it will be the first time the president is from the host state.

Director Bower has been testifying at national hearings on the reauthorization of ISTEA. When he testified before US DOT Deputy Secretary Downey approximately two weeks ago, he focused on federal lands issues.

Barton Welsh has been hired as the Division of Aeronautics Administrator and is planning to start August 5. He has an extensive and impressive aviation background. The Aeronautics Advisory Board was also involved in the selection of the administrator.

Director Bower met with the director of Fish and Game to discuss the elk license plate and concluded that a memorandum of understanding to allow the elk plate and eliminate the blue bird plate was the best course. Since then, the Director discussed this issue with the Governor. Because the Governor, the Speaker, and the Pro Tem believe this is a legislative issue, ITD will not proceed with production of the elk plate at this time.

During fiscal year 1996, the usage of the state planes have increased, both the number of passengers and the hours flown.

Speed Limit Violation Penalties. Deputy Attorney General (DAG) Steve Parry provided the order from the Supreme Court setting the new infraction penalty schedule that went into effect July 1. The only changes are that the penalty for each infraction is raised \$1. He said the appropriate protocol to recommend changes to the infraction penalties is to make a request to the Infraction Rules Committee.

Member Combo made a motion, seconded by Member Smith, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Legislature has authorized the Idaho Transportation Board
TB96-57 to raise speed limits on interstate highways to 75 miles per hour; and

WHEREAS, the Idaho Transportation Board has raised the speed limit on a substantial portion of Idaho interstate highways to 75 miles per hour; and

WHEREAS, the infraction penalty schedule for up to 19 miles over the posted speed limit is \$48.00; and

WHEREAS, an individual could travel the interstate 94 miles per hour and receive a \$48.00 penalty; and

WHEREAS, an infraction penalty should promote public safety and provide a deterrent to violating posted speed limits.

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NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board requests that the Idaho Infraction Rules Committee of the Idaho Supreme Court re-evaluate the infraction penalties due to the new speed limits on interstate highways in Idaho and increase the fixed penalty, including court costs, for speeding up to 19 miles per hour over the posted speed limit to \$75.50, and for speeding over 19 miles per hour over the posted speed limit to \$127.50.

Acquisition Specialist. The Legal and Right-of-Way Sections have come to an agreement on a procedure to retain an acquisition specialist to conduct negotiations on selected right-of-way parcels that have been sent to Legal for filing of a condemnation action. Both Sections will interview individuals and select the most qualified individual. The individual will be under contract with the Legal Section and his expenses will be charged back to the project. When a right-of-way parcel has been turned in for filing of a condemnation, the file will be reviewed to determine whether further negotiations with the property owner and other interested parties are warranted.

It is estimated that the acquisition specialist would work on between 25 to 30 parcels over the next year and would be under the supervision of the attorney handling the condemnation. This individual would also assist in negotiating possession agreements with property owners. It is staff's intent to use the acquisition specialist for one year and at that time, evaluate the program. In the interim, the Board will be kept informed on the status of this project.

Delegation - City of Coeur d'Alene. Mayor Hassell thanked the Board members for the opportunity to meet with them and for traveling East Sherman Avenue yesterday. This I-90 business loop is heavily traveled, the pavement is in poor condition, and the drainage is deficient. Additionally, the hanging style traffic signals are too low and do not provide enough clearance for the higher trucks, and are so old it is difficult to find parts for the signals. The mayor reported the strong support from businesses to improve East Sherman Avenue. An LID was formed to repair curbs and sidewalks, however, he requested assistance from ITD to repair the roadway.

The city currently has a project in the FY97 STP - Local Urban Program to rehabilitate East Sherman Avenue in the amount of \$1,100,000. Because this road is on the state highway system, the city is requesting the Transportation Department fund the project and transfer the currently programmed funds to a new project to improve Government Way. This street runs parallel to US-95 and would relieve a lot of traffic on US-95.

The Board appreciates the community's support and the city's initiative on these projects. Staff was directed to review the request to improve East Sherman Avenue and transfer the programmed Urban funds to a Government Way project and prepare a recommendation for the Board's consideration.

1997 Legislative Ideas Concept Review. The Department's proposed legislative ideas were presented to the Board for review and approval. Approved concepts will be forwarded to the Division of Financial Management (DFM) for review then draft legislation will be submitted to

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the Board for review and approval at the September meeting. The approved draft legislation will then be submitted to DFM in October for review prior to inclusion in the Governor's legislative package to the Legislature. The list of proposed legislative ideas includes statewide transportation planning, public records exemption for property appraisals, dedicated state funding for public transportation, reimbursement for costs of unfunded mandate, driver's license suspensions, trailer or semitrailer registration options, fleet vehicle registrations fee, driver's privacy protection act, auto license services privatization, registration of combined vehicles less than 26,001 pounds, interest on state aeronautics fund, local bridge inspection account, and use of electronic signatures on engineering documents.

Member Combo asked if these ideas should be prioritized or categorized. Division Administrators have prioritized their legislative ideas, according to Director Bower. Chairman Winder asked for information and possible legislation on prohibiting single standard tires on duals. The Board indicated support for legislation to make aggregate sources exempt from being required to renew a use permit, as well as legislation on access control. Chief Engineer Ross said Department teams are currently reviewing these two issues and proposed legislation may result.

Member Smith made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Governor's Office has requested that State agencies submit
TB96-58 proposed 1997 legislation to the Division of Financial Management for review and
 approval; and

WHEREAS, the ITD Executive Team has approved the "Legislative IDEA Submittal Forms" as to concept and has submitted them to the Transportation Board for concept review prior to submission to the Division of Financial Management.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board approves submittal of the "Legislative IDEA Submittal Forms" to the Division of Financial Management, and, upon approval, the development by ITD staff of draft legislation to be included as part of the Governor's 1997 legislative package, dependent upon subsequent review and approval by the Transportation Board and the Division of Financial Management

Delegation - City of Kellogg. Dr. Jim Joy, City Councilman, said the city has developed a five-year plan to repair streets. Cameron Avenue, the I-90 business loop, is a vital part of the city's infrastructure system, however, the pavement is in poor condition. Councilman Joy asked the Board to fund the improvements to the drainage system, sidewalk, and pavement on Cameron Avenue, then relinquish this highway to the city. Public Works Supervisor Gary Temby estimates the cost of materials for this project, which is just over a mile in length, at \$300,000.

The Board was receptive to this proposal and asked staff to work cooperatively with the city on options for Cameron Avenue and prepare a recommendation for the Board. The Board members thanked the delegation for its positive and innovative approach on this issue.

Delegation - Post Falls Highway District. Road Supervisor Herb Heisel thanked the Board for assistance on projects and for the cooperation and good working relationship with the District. He voiced concern with several bridges in the area, including the Seltice Way bridge, which District staff is looking at, and the need for another bridge across the river due to the growth the area is experiencing. Commissioner Lynn Humphries expressed appreciation for the recent railroad crossing projects the Department assisted with. Mr. Heisel concluded by reporting on the recent formation of a transportation committee in Kootenai County. This committee will establish transportation priorities in the area and will work cooperatively on projects.

The Board thanked the highway district for its efforts and encouraged it to continue working closely with the District staff.

Representative Kellogg thanked the Board for allowing her to tour the district yesterday. She added her pleasure with the work of the seven member Board and offered her assistance whenever possible.

Efficiency Measures. A number of efficiency measures are being considered, including contracting mowing, weed control, and striping. In 1997 the Department is required to switch to a water-borne paint. ITD's current paint trucks are not equipped to handle this paint. Plans are to modify two of the trucks to use the new paint and purchase a new truck. The rest of the work will be contracted.

CE Ross established a core complement team to define essential district functions and assign staffing levels to accomplish the function in an effective manner, to develop the basis to justify exceeding the absolute minimum level, and to determine what adjustments can be made to the core complement. Each district was asked to prepare an implementation plan to comply with the study, with one stipulation, that no adjustments are to be made to the field crews in maintenance. The level of service is not to decline. CE Ross said he is pleased with the outcome of this study and believes a lot of progress has been made.

The Board thanked CE Ross for the report and for the implementation of efficiency measures.

Executive Session on Legal and Personnel Issues, Sections 67-2345(f), and 67-245(b), Idaho Code. At 11:40 AM, Member Combo made a motion, seconded by Member McClure, to meet in executive session to discuss legal and personnel issues with DAG Parry. The motion passed unanimously.

The Board came out of executive session at 12:55 PM. No decisions were made.

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Technology Transfer (T2) Center Advisory Committee. Via letter, Nampa Mayor Winston Goering, President of the Association of Idaho Cities, questioned the composition of the T2 Center Advisory Committee. Prior to the expansion of the committee in March 1995, four of the six members represented locals. After the expansion, only three of the ten members represented locals. Staff was asked to consider expanding the membership of the advisory committee by three local representatives. There is no predetermined time limit for serving on the committee. In response to a question from the Board, Joe Haynes, Administrator, Local Highway Technical Advisory Council (LHTAC), stated that the costs to the T2 committee would be paid for with LHTAC funds.

Member Smith made a motion, seconded by Member McClure, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the composition of the Technology Transfer Center Advisory
TB96-59 Committee was questioned in a letter dated April 23, 1996, to Director Bower from Mayor Winston Goering, President of the Association of Idaho Cities; and

WHEREAS, this letter requested that the Technology Transfer Center Advisory Committee include additional local representation; and

WHEREAS, consideration has been given to expanding the Technology Transfer Center Advisory Committee by three local representatives (one each from the Idaho Association of Counties, Idaho Association of Highway Districts, and the Association of Idaho Cities); and

WHEREAS, consideration has also been given to removing University of Idaho representation from the committee when the University begins running the Technology Transfer Program; and

WHEREAS, representatives from the Association of Idaho Cities, the Idaho Association of Highway Districts, the FHWA, and the University of Idaho have been contacted and would support these committee modifications.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves adding one representative from the Idaho Association of Counties, the Idaho Association of Highway Districts, and the Association of Idaho Cities, to the Technology Transfer Center Advisory Committee and removing representation from the University of Idaho.

Corridor Studies. The Planning Division prepared a list of eight priority corridors to be studied and an estimated completion date, including the US-95 corridor which was completed in June. An application for federal discretionary funds in the amount of \$500,000 to study the effects of CANAMEX trucks on the I-15 infrastructure was submitted to FHWA in June. This corridor was identified in ISTEA as a high priority route because of its

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importance as an international freight corridor. Only those routes designated in ISTEA as high priority routes are eligible for discretionary funds.

When Member Smith requested a study of the I-84/I-86/US-30 corridor last month, his intention was not to establish a list of and time schedule for routes to be studied. The proposed schedule would require planners to study routes until May 1999. Member McHugh made a motion to direct staff to perform the I-15 study as it relates to CANAMEX, complete the I-84/I-86/US-30 corridor study, estimated to be finished in May 1997, then to re-evaluate this process. Member Smith seconded the motion and it passed unopposed.

FY97 Highway Safety Federal Grant Application. The Office of Highway Safety (OHS) annually prepares the Highway Safety Plan, which outlines the activities and spending plan for the highway safety grant program. Historically, due to conflicting federal requirements and deadlines, the Board's approval of the plan has been sought separately from the other modes. Consequently, beginning with FY97, OHS has modified its review and approval process so that approval for highway safety grant activities is included as part of the State Transportation Improvement Program (STIP) approval process.

OHS is still required to submit the federal application for funds by August 1 of each year to the Federal Highway Administration and the National Highway Traffic Safety Administration. Approval to submit the application for funds at this time was requested. Formal Board approval of the grant-funded projects as outlined in the STIP will be sought in September. The draft spending plan was developed with input and guidance from the Idaho Traffic Safety Commission.

Vice Chairman Mitchell made a motion, seconded by Member Combo, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991
TB96-60 provides that each state shall have a highway safety program designed to reduce traffic accidents and deaths, injuries and property damage; and

WHEREAS, the Idaho Transportation Department's Office of Highway Safety is the state's highway safety agency in accordance with 23 USC Title 1, Section 402(b)(1)(A); and

WHEREAS, a Highway Safety Plan was prepared in accordance with guidelines promulgated under 23 CFR Section 1204.4, Supplement B; and

WHEREAS, an application for FY97 funds has been developed which conforms to the administrative and programmatic requirements of 23 USC 402 and 408.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board directs staff to submit the application for funds to the Federal Highway Administration and the National Highway Traffic Safety Administration by August 1, 1996.

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Speed Limit Recommendations. Additional recommendations on increasing speed limits on non-interstate NHS routes and other non-NHS state routes were made, based on appropriate studies, consultation with law enforcement agencies, and district input. Traffic Engineer Greg Laragan reported that speed studies were completed at four locations on SH-1. The speed limit recommendation of 60 miles per hour was made based on the 85th percentile and the field review. The recommendation to increase the speed limit on US-95 in Boundary County was based on four location studies and engineering factors, including the good road alignment.

Vice Chairman Mitchell asked if law enforcement personnel were contacted. Mr. Laragan replied that law enforcement was consulted, but the two entities do not always concur with the recommendation. DE Stokes believes the main concern from county officials in opposition of increased speed limits is the various limits; only one speed limit is desired.

Member McClure made a motion to approve the recommended speed limits as presented by staff. Member Smith seconded the motion. Member McHugh made a motion to amend the previous motion by removing the proposed speed limit changes on SH-1 and US-95 in Boundary County. Vice Chairman Mitchell seconded the motion. Member McClure stated, in support of his motion, that staff has performed the traffic studies and has talked to law enforcement. The Board's decision needs to be based on engineering studies. The amendment to the motion passed four to two with Members Combo and McClure opposing.

The following vote on the amended motion resulted in a tie. Chairman Winder voted against the motion. The motion failed 3-4. Chairman Winder believes consideration should be given to local elected officials' recommendations, and he suggested once improvements are made to the highway, the speed limits could be revisited.

Member Smith made a motion to approve the maximum speed limits designated in Exhibit 165, which is made a part hereof with like effect. Member Combo seconded the motion and it carried five to one with Vice Chairman Mitchell opposing.

I-184 (Boise Connector) Speed Limit Study and Recommendations, District 3. At the April meeting, the Board approved a 65 mile per hour speed limit for I-184 based on the district's traffic studies and recommendation. Because of the concerns of law enforcement agencies, the speed limit increase on this highway was rescinded at the May meeting and further study was requested. A consultant performed an independent evaluation and traffic engineering study of the corridor.

Between the time period of ITD's study and the consultant's review, the traffic conditions changed. A high percentage of traffic is now traveling at 55 miles per hour. Traffic Engineer Laragan believes this was caused by either more law enforcement presence, or the media attention, or both of these factors. He said the Department will continue to monitor the connector and perform periodic speed studies.

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Member Combo questioned the feasibility of variable speed limits. This was an option outlined in the independent study, according to Traffic Engineer Laragan. He added that law enforcement is not in favor of variable speed limits.

Member Smith made a motion, seconded by Member McClure, to retain the speed limit on I-184 (Boise Connector) at 55 miles per hour. The motion carried five to one with Member Combo opposing.

Cooperative Agreement on Big Wood River Bridge, Project STP-2392(036), Key 3305, SH-75, District 4, and Delegation with Blaine County. District Four Engineer Larry Van Over provided background information on this project. Last year, ITD was prepared to enter into a cooperative agreement with local developers to design and construct a 1.6 mile project on SH-75 between Hailey and Ketchum. The project was to include realignment and reconstruction of the highway, a new five-lane bridge over the Big Wood River, and improvements at the intersections of Greenhorn Gulch Road and East Fork Road. The developer's share of the project was to have been \$300,000, including all preliminary engineering and right-of-way. Because the developers dissolved their partnership before an agreement was finalized, the project lost local financial support and was left in the Preliminary Development program.

Blaine County Commissioner Len Harlig reported that this project is a very high priority of the Blaine County Transportation Committee and the Blaine County Council of Governments. Traffic is growing considerably in this area and the highway can not handle the capacity. He requested a cooperative project with ITD and encouraged the Board to advance this project.

The Board asked the district staff to prepare recommendations for the Big Wood River Bridge project. Chairman Winder thanked DE Van Over and Commissioner Harlig for the presentation and encouraged them to continue working together on this project.

Dufort Road, Bonner County, District One. After traveling Dufort Road yesterday, the consensus of the Board is not to consider trading SH-57 for Dufort Road. Concerns on the pavement width and condition were expressed. Member McHugh made a motion to notify Commissioner Klatt that the Board is not interested in adding Dufort Road to the state highway system. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Presentation - Lolo Pass Rest Area. Assistant District Two Engineer (ADE) Devin Rigby reported on the status of this joint project with Montana Department of Transportation and the U.S. Forest Service. A memorandum of understanding (MOU) has been completed and a detailed concept of the design criteria for site development has been completed. The total cost is estimated at \$1,434,000. The next steps involve establishing funding; pursuing additional partnerships, such as the Department of Parks and Recreation and the Department of Commerce; finalizing the MOU; designing the rest area; and constructing the facility. ADE Rigby said a good working relationship has been established with the partners. He believes this is a positive project and will be beneficial to the state.

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Director Bower asked if Montana has considered designating this route as a Scenic Byway Route, creating a funding source for the project. The Montana legislature has been approached on this proposal but denied the request.

The Board thanked ADE Rigby for the excellent presentation and the cooperative efforts.

Access Request in Controlled Access Area, US-95, Lewis County, District 2. Mr. Brad Bovey has requested an access onto US-95 at mile post 278.102. The access control along this portion is partial Type IV, which provides for new accesses only at access roads. Mr. Bovey's property has frontage on both US-95 and on the US-95 business loop for Winchester. The proposed approach is approximately .115 miles north of the business loop connection that is serviced by an existing left turn bay from US-95. Because of the Department's desire to control access on this major thoroughfare and the concern for safety of the traveling public, staff's recommendation is to deny Mr. Bovey's request for access on US-95.

When the usability of the current access was questioned, Mr. Bovey said the current access works to a point, but this second access would provide more trucking business. He also wants to split the traffic with two accesses. His facilities are currently operational.

Member McClure asked if a right-turn only lane would be an option, allowing only southbound traffic to enter Mr. Bovey's facilities from US-95. CE Ross believes that alternative may be feasible. Member Smith suggested Mr. Bovey pay for the access and whatever improvements are required to make the highway safe.

Member Smith made a motion, seconded by Member Combo, to direct staff to work with Mr. Bovey on alternatives for an acceptable approach on US-95 at mile post 278.102 and provide a recommendation for the Board's consideration. The motion carried four to two with Vice Chairman Mitchell and Member McHugh opposing.

County Designator Change for Ada County. IDAPA 39 Title 02, Chapter 60 of Idaho Administrative Code specifies that the designator "1A" shall be used for Ada County standard passenger vehicle plates. IDAPA 39 Title 02 Chapter 61 specifies that the designator "A" shall be used for exempt trailer plates. Last month the Board authorized staff to change the county designator for Ada County to "A" to allow for more numerical combinations on license plates. This change would conflict with approximately 3,040 exempt trailer plates and would require the revision of two administrative rules.

Member McClure made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1553 was approved during the 1996 legislative session
TB96-61 which includes legislative intent that Idaho license plates employ full size county designators and identifiers to meet national readability standards.

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NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves retention of existing county designators, employing a unique alpha numeric mix of plate identifiers when necessary.

Trade of Land, District 3. Member Smith made a motion, seconded by Member Miller, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Department has filed a condemnation on
TB96-62 parcel number 38 on Project STP-F-3271(033), known as the Eagle Alternate Route; and

WHEREAS, the owners of the property have expressed an interest in exchanging the needed highway right-of-way for some surplus property that the Department owns on this project known as the north remnant of parcel number 31.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves staff negotiating a proposed trade of land and finds that such an exchange is in the best interest of the Transportation Department.

Member Miller left the meeting at this time.

Recovery of Costs on Permits and Licenses. At the April meeting, staff was asked to pursue the feasibility of proposing legislation or some means of recovering those Department costs associated with issuing permits and licenses. ITD currently collects over 60 separate license and permit fees. In order to accurately assess the actual cost that the Department incurs in collecting each of these fees, a system must be developed which can track such items as the percentage of overhead costs and the total cost of operation for each fee.

Staff is working on a standardized Cost Accounting Model that will be able to track the costs associated with these fees. A tracking period of 6 to 8 months will be required to obtain a true assessment of the costs associated with each fee. After these costs have been determined, staff can prepare proposed legislation for submission to the 1998 Legislature.

Limited Access on SH-41. Because of the proposed economic development along the SH-41 corridor, Member Combo suggested endorsing the District's efforts to control access to the fullest extent possible. DE Stokes admitted that traffic is increasing and during the past couple of years, there has been heavy demand for commercial zoning. Janet Stephens, District Planner, has been working with the local entities on this issue. The Board asked staff to continue its efforts to control access on SH-41 and to prevent this corridor from becoming congested.

Administrative Settlement Authority, Q-STP-5120(101), Key 5913, Parcel No. 1, US-2, District 1. Acquisition of parcel 1 was approved in January 1994 at a fair market value of \$1,945,000. Negotiations have continued since that time and a tentative settlement reached for \$2,223,126. The now proposed settlement exceeds the Board authorized acquisition amount by

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over 10 percent, however, a revised fair market value of \$2,018,638 was established in August 1994 and the appraisal reviewer indicated the Sandpoint real estate market has overall shown a 5 percent per year increase in value. This results in a current value of \$2,225,000. There is also a second ITD appraisal on the property dated September 1993 which indicates a value of \$2.6 million.

Member McHugh made a motion, seconded by Member McClure, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board previously approved the acquisition
TB96-63 of Union Pacific Railroad property between the cities of Sandpoint and Dover
(key 5913, parcel number 1) during the January 1994 Board meeting; and

WHEREAS, the Board previously authorized the sum of \$1,945,000 for acquisition, and a tentative settlement has been reached for \$2,223,126 which exceeds the amount authorized by greater than 10 percent; and

WHEREAS, there was an additional appraisal review in August 1994 which indicated the property should be valued at \$2,018,678 and there has been an overall increase in the Sandpoint real estate market which indicates the property has a current value of approximately \$2,225,000.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves acquisition of parcel 1, key 5913, also known as the Union Pacific Railroad Property between Sandpoint and Dover, for the sum of \$2,223,126.

The motion passed three to two with Vice Chairman Mitchell and Member Smith opposing.

WHEREUPON, the regular monthly Board meeting and tour of District One officially adjourned at 3:10 PM.



CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
August 16, 1996
Pocatello, Idaho

July 19, 1996

REGULAR MEETING AND DISTRICT FIVE TOUR OF THE IDAHO TRANSPORTATION BOARD

August 15-16, 1996

The Board meeting and District Five Board tour officially began in Pocatello at 8:00 AM on Thursday, August 15, 1996. The following principals were present:

Chuck Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member - District 1
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member - District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Brent Frank, District Five Engineer
Bryant Brown, Assistant District Five Engineer
Jack Coe, Division Administrator - Federal Highway Administration

Senator Wheeler joined the group as it boarded a bus provided by Pocatello Regional Transit and departed north on I-15 and west on I-86. The Board members toured the American Falls maintenance shed and visited with employees.

The tour continued on SH-39 to Blackfoot where the Groveland Road and US-26 intersection and the Ridge Street intersection project were viewed. Senator Twiggs joined the tour in Blackfoot. While traveling US-91 north to Shelley, the group viewed the Firth improvement project in Firth and the Fir Street signal in Shelley.

Delegation - City of Shelley. Mayor Hansen thanked the Board for the traffic light at the south end of town. He requested an extension from the New Sweden Road to US-91. Currently the farm to market road travels through a residential area and past a park. An extension to US-91 would remove truck traffic in the residential area and alleviate the safety concerns. Earlier the city had requested a traffic signal at the five-point intersection. An extension of New Sweden Road would delay the need for this signal and create a cul de sac at this intersection, creating a safer intersection. Rick Anderson, Public Works Director, said the highway extension would be cheaper than the traffic signal. Mayor Hansen added the county commissioners realize the need to divert the truck traffic from the residential area and are willing to work cooperatively on this project.

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The city is also considering diverting traffic from US-91 to east of town, utilizing an abandoned railroad corridor. Chairman Winder asked if that road could be connected to an extended New Sweden road. The Mayor believes that is a good idea and said that option will be considered. Additionally, in designing the US-91 widening project north of town, Mayor Hansen requested consideration be given to raising the road bed. The parallel railroad tracks are approximately 6 to 8 feet higher than the current highway.

Chairman Winder thanked the delegation for the presentation and said the district staff will work with the city on the proposed New Sweden Road extension to US-91.

The group continued on US-91 north and viewed the proposed site of the New Sweden Road connection. District Six Engineer Richard and Assistant District Six Engineer Bala joined the group for lunch in Idaho Falls. Senator Twiggs left the group before it traveled I-15 south. The Board stopped at the North Blackfoot Rest Area and observed the interpretive trail, which was a cooperative project between the Bureau of Land Management and ITD.

The Board continued its tour on I-15 south to Blackfoot then US-91 south to Pocatello.

Tour of District Five Facilities. The group toured the district office and visited with employees.

WHEREUPON the Board meeting recessed at 5:00 p.m.

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The Transportation Board meeting reconvened at 8:10 AM on Friday, August 16 in the District Five Office in Pocatello. All members were present.

July 18-19, 1996 Board Minutes. Vice Chairman Mitchell made a motion to approve the minutes of the Board meeting held on July 18-19, 1996, as corrected. Member McHugh seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
 September 25-27, 1996 - Boise
 October 10-11, 1996 - District 6
 November 14-15, 1996 - Boise
 December 12-13, 1996 - Boise

Consent Calendar. Member Smith made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves
 TB96-64 the following items on the consent calendar: condemnation of parcels 10, 42, 62
 and 68, key 2793 and parcel 4, key 4784; contract awards; winter maintenance

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standards map; motor carrier audit unit annual report; uncollectible accounts; quarterly returned check report; FY96 out-of-state travel report; professional agreements report; and appointment of Public Transportation Advisory Council Member for Region 6.

1) Authority to condemn parcels 10, 42, 62, and 68, project NH-F-3271(037), key 2793, SH-55, District 3.

2) Authority to condemn parcel 4, project NH-F-2391(055), key 1045, US-30/93, District 4.

3) Contract Awards. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

STM-5120(610), key 5837 - Pack River Bridge to Montana State Line, SH-200, Bonner County, District 1. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$255,464.70.

STM-3260(603), key 5803 - Emmett north city limits to Jct. SH-55, SH-52, Gem and Boise Counties, District 3. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The source of the engineer's estimate was from past cold-in-place recycle projects in District 3. Two of the past projects were in remote locations and the one which was local is 3 to 4 years old. The items of difference are mobilization and recycled emulsified asphalt pavement. Because of the increase in oil prices and inflation, staff inflated the cost for mobilization. The bids reflect the need for work by the contractor in this area.

The Board concurred with staff's recommendation to award this bid. Low bidder: Western Construction, Inc., Boise, Idaho - \$553,130.75.

STM-0004(611), key 6418 - Roadside Mowing, I-84 and SH-75, Gooding, Jerome, Blaine, Cassia, and Oneida Counties, Districts 4 and 5. Low bidder: Green Velvet Reclamation, Sugar City, Idaho - \$14,340.

STM-2350(606), key 6093 - Shoshone to East Richfield, US-93, Lincoln County, District 4. Low bidder: Gordon Paving Company, Inc., Burley, Idaho - \$735,601.90.

ST-7111(600), key 6142 - Portneuf River to Gould Street, US-30, Bannock and Power Counties, District 5. Low bidder: Hunziker Construction Company, Pocatello, Idaho - \$469,571.40.

ST-1804(604), key 6202 - Bench View Road to Alexander, Caribou County, District 5. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$1,298,460.90.

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STP-5180(100), key 5983 - Rathdrum City Limits to Ramsey Road (Bikeway), Kootenai County, District 1. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The engineer's estimate was based on historical bid prices and the premise that the narrow confines of the work area would require special equipment thereby increasing the cost. The major difference was in the excavation, base, and plant mix items. In conclusion, the contractor did not seem to agree that the limited work area would increase his construction costs. The overall unit bid prices appear reasonable in relation to historical bid prices for these items.

The Board concurred with staff's recommendation to award this bid. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$400,333.63.

STM-5170(607), key 6261 - Swan Creek to Coeur d'Alene River Bridge, SH-3, Kootenai County, District 1. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The engineer's estimate was based on historical bid prices and 10% mobilization. The major differences in estimated costs are mobilization, plantmix, flagging, and pilot car operation. The mobilization for this project could be bid for just mobilizing a paver since it is a paving job out of a commercial source. Competition is very high between plantmix suppliers in the area, and the low bidder's plantmix unit price is in line with recent change orders on other area projects. The unit prices for flagging and traffic control in the engineer's estimate were more in line for a federal job. Since this is a state funded project, Davis-Bacon wages are not necessary.

The Board concurred with staff' recommendation to award this bid. Low bidder: Interstate Concrete and Asphalt Company, Coeur d'Alene, Idaho - \$357,647.50.

ST-5140(605), key 6137 - Rocky Point to St. Maries, SH-5, Benewah County, District 1. Low bidder: Inland Asphalt Company, Spokane, Washington - \$702,220.

UST-12600, key 4933 - Underground Storage Tank at St. Maries Maintenance Yard, Benewah County, District 1. Low bidder: Dale's Service, Inc., Boise, Idaho - \$64,963.

ST-5170(605), STKP-1589, STKP-1588, and STKP-1574, keys 6136, 5618, 5617, and 5074 - Santa to Soldier Creek, St. Maries Stockpile, Santa Stockpile, and Clarkia Stockpile, SH-3, Benewah and Shoshone Counties, District 1. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$811,297.17.

ST-4200(617), key 6188 - Lenore to Peck, US-12, Nez Perce County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$659,607.

NH-3270(104), key 5930 - Donnelly to McCall, SH-55, Valley County, District 3. Low bidder: Valley Paving and Asphalt, Inc., Cottonwood, Idaho - \$748,634.

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STP-3260(101), key 5944 - Hamilton's Corner to Emmett, SH-52, Payette and Gem Counties, District 3. Low bidder: Western Construction, Inc. - \$1,112,920.50.

IM-84-1(032)17, key 6208 - Sand Hollow to Caldwell, I-84, Canyon County, District 3. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$225,328.98.

STP-7763(100), key 5961 - Marble Front, 9th Ave. to Homedale Extension, Caldwell, Canyon County, District 3. Low bidder: Idaho Sand and Gravel Company, Inc., Nampa, Idaho - \$338,134.

NH-3270(103), Q-IM-IR-I84-1(008)0, NH-STP-F-IR-3112(033), and NH-F-M-7963(021), keys 5850, 2520, 0685, and 4477 - Eagle Road - Fairview to Eagle; Wilson Drain to Karcher Jct.; Wye Interchange and Weiser Alternate Route; Ada, Canyon, and Washington Counties; District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. There were three items to bid which included eight sites. Each item varied from the engineer's estimate, which was based on past building removal projects. It is difficult to estimate what materials being removed from each site are worth salvaging to the contractor.

The Board concurred with staff's recommendation to award this bid. Low bidder: Allied Construction, Inc., Boise, Idaho - \$54,950.

STM-3320(601), key 6077 - Jct. I-84 to Parkinson Street, SH-44, Ada and Canyon Counties, District 3. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The Average Unit Price Report for similar projects was the basis for the engineer's estimate. The major items of difference were asphalt, blotter, rent construction sign Cl.B, and mobilization. The plans called for contractor's furnished source so staff guessed at the amount of haul, and the oil price was inflated to compensate for the raising oil prices.

The Board concurred with staff's recommendation to award the bid. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$207,462.50.

STM-3290(614), key 6072 - High Bridge to Robie Creek, SH-21, Boise County, District 3. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The Average Unit Price Report for similar projects was the basis for the engineer's estimate. The major items of difference were asphalt, cover coat material, and rent construction sign Cl.B. The plans called for contractor's furnished source, so staff guessed at the amount of haul, and the oil price was inflated to compensate for the raising oil prices.

The Board concurred with staff's recommendation to award the bid. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$69,950.

IM-84-2(048)60, key 6209 - Isaac's Canyon to Jack Rabbit Overpass, I-84, Ada and Elmore Counties, District 3. The low bid was more than 25 percent under the engineer's

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estimate, requiring justification. The Average Unit Price Report for similar projects was the basis for the engineer's estimate. The major items of difference were asphalt, cover coat material, and mobilization. The plans called for contractor's furnished source, so staff guessed at the amount of haul, and the oil price was inflated to compensate for the raising oil prices.

The Board concurred with staff's recommendation to award the bid. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$319,442.24.

BROS-1900(100), key 6033 - Bartlett Road Bridge, Custer County, District 6. The low bid was more than 10 percent over the engineer's estimate, requiring justification. This project is a local roads project sponsored by the Lost River Highway District and designed by J-U-B Engineers. J-U-B indicated that they have reviewed the design and determined that modifications would not be cost effective. They also indicate that the probable cause for the higher bid is due to the time of year and remote location. The Highway District Commissioners agreed to proceed with the project and will cover their additional share of the local match. The additional federal funds required will come from district banking.

The District agrees that proceeding with the project is in the best interest of all parties. The center pier of the existing bridge has excessive scour and a high run-off year will result in failure or extensive repair costs. The remote location and size of the bridge made estimating costs difficult. The river is currently at a seasonal low flow and waiting until next year may move the construction into an unfavorable construction season.

The Board concurred with staff's recommendation to award this bid. Low bidder: Ricon Inc., Ririe, Idaho - \$347,800.

4) Winter Maintenance Standards Map. The winter maintenance standards map was presented to the Board for review, in accordance with Board Policy B-05-06, Winter Maintenance Standards on State Highways. No revisions to the map were recommended.

5) Annual report on motor carrier audits. From July 1982 through June 1996, 11,103 use fee audits were completed on in-state and out-of-state carriers. The audits resulted in assessments of \$13,932,708. Of the audits completed, 69% resulted in an additional assessment, 3% resulted in a refund and 28% were accepted as reported.

6) Annual write-off of motor vehicle accounts. Seven accounts totalling \$20,215.80 were determined to be uncollectible and written off, as shown in Exhibit 166, which is made a part hereof with like effect.

7) Quarterly report of bad check writers. During the fourth quarter, \$20,023 in checks were returned compared to a total value of \$13,968,923 checks received, or .1433%. The Department collected \$13,013 for a collection rate of 65%. In comparison to FY95, a higher percent of returned checks and a lower collection rate was experienced in FY96.

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8) FY96 out-of-state travel report. The budgeted amount for out-of-state travel in FY96 was \$356,427. In comparison, \$239,126 was spent on 235 trips. This report does not include direct reimbursement trips.

9) Professional agreements report. Payments for engineering consultant agreements amounted to \$63,244.28 during July 1996 and general consultant agreements equalled \$21,945.00 for a grand total of \$85,189.28.

10) Appointment of Public Transportation Advisory Council (PTAC) Member. Robert Scott was appointed to fill the position vacated by Annette Lee, PTAC member for Region 6. Mr. Scott has served on the Region 6 Public Transportation Advisory Committee since July 1994.

Additional Bids. The low bid on project ER-4200(110), key 6353, Cottonwood Creek Bridge, US-12, Nez Perce County, District 2, were over the engineer's estimate by more than ten percent. The basis for the engineer's estimate was the Average Unit Price report. The roadway items with the major differences include remove obstructions, metal guardrail, rent incidental traffic control items, traffic control maintenance, removal of detour, and mobilization. Concrete class 40-B schedule 1, concrete class 40-A schedule 2, and prestressed stringer 45" beam were the bridge items with the most significant differences. Staff believes the major reasons for the high bids are the lateness into the construction season, and suppliers have already committed their resources. Readvertisement would cause the project to be delayed until next construction season, possibly offsetting cost savings by maintaining the detour over the winter. Staff recommends awarding the bid.

Member McHugh asked why this project was advertised late in the construction season. CE Ross explained this project is an emergency repair project as a result of the flooding earlier this year.

Member McHugh made a motion, seconded by Vice Chairman Mitchell, and approved unopposed, to award the bid for key 6353. Low bidder: C. L. Heilman Company, Coeur d'Alene, Idaho - \$489,421.75.

The low bid on project ST-3270(614), key 6441, Deinhard Lane to Boydston Lane, SH-55, Valley County, District 3, was more than ten percent over the engineer's estimate. There were two items of major difference, SP-01C-pulverize existing surface and mobilization. The pulverizing item is new to District 3, and only had one other project to estimate from. The pulverizing equipment has to be transported from another state which justifies the bidder's higher amount. The District does not believe there is a potential for savings if the project is readvertised. This project is in an outlying area, the potential of getting more bidders is small, and the roadway is in urgent need of pavement rehabilitation. Staff recommends awarding the bid.

Member Smith asked if this project could have been combined with key 5930, Donnelly to McCall. CE Ross said the Donnelly to McCall project had been programmed for several years

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while the Deinhard Lane to Boydston Lane project was recently accelerated due to the deteriorating condition of the streets in McCall. He added that different work is being done on the projects.

Member Smith made a motion, seconded by Member Combo, and approved unanimously, to award the bid for key 6441. Low bidder: Valley Paving and Asphalt, Inc., Cottonwood, Idaho - \$427,904.

Quarterly Report on Program Obligations. During the third quarter, \$54.9 million in federal aid were obligated while the targeted amount was close to \$100 million. Member McHugh asked if the obligation amount of \$121.9 million would be realized by the end of the fiscal year. CE Ross said the Department plans to expend all of the funds and added this is part of the agenda item on use of consultants to be discussed later in the day.

Vice Chairman Mitchell made a motion to approve the quarterly federal-aid obligation report. Member Combo seconded the motion and it passed unopposed.

Board Items. The Intermodal Commercial Freight Task Force will review a draft report at its August 29 meeting, according to Chairman Winder. The draft will be forwarded to the Board members when it is available. A recommendation will be made to the Governor to establish an Intermodal Transportation Advisory Committee, either through consolidation of the existing Idaho Rail Advisory Council and the Motor Carrier Advisory Committee or by the creation of a new committee, to provide ongoing recommendations on state freight policies and to continue improving the transportation system in Idaho.

Member Miller shared an article from an out-of-state paper regarding trucks stopped on interstates while waiting to enter ports of entry. He expressed concern with this situation happening in Idaho and asked if the Department has a policy to cover this issue. Port of Entry Manager (POEM) Alan Frew said the ports' goal is to move vehicles as quickly as possible and he is not aware of trucks backing onto the interstate in Idaho. Currently, signs and signals direct traffic to bypass lanes if necessary.

Vice Chairman Mitchell asked staff to program \$50,000 in Preliminary Development for the Lolo Pass rest area project in District 2. He believes this partnership project is an excellent opportunity and ITD should aggressively pursue the project. Action on this rest area will be taken during the program update in September.

Director's Items. The U.S. Department of Transportation has scheduled a hearing in Montana next week on the reauthorization of ISTEA. Idaho will be represented by Marv Dye, who will be speaking on behalf of the five-state coalition.

The I-84, Isaac's Canyon project is almost ready for advertisement. The revised cost estimate is \$10.6 million, approximately \$600,000 over the programmed amount. Micron has

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committed a maximum amount of \$5 million. ITD has had excellent cooperation from Micron and FHWA on this interchange project. Director Bower praised the work these entities have done on this project. Regional Federal Highway Administrator Coe echoed the Director's comments and recognized the outstanding job Dick Critser from District 3 has done.

The U.S. Senate has passed an appropriations bill in Congress with an amendment dealing with how receipts were booked, which results in an additional \$1.5 million for the Department. Director Bower asked for the Board's assistance by contacting Idaho's representatives and encouraging passage of HR3675.

Barton Welsh joined the ITD staff at the beginning of this month as the Division of Aeronautics Administrator.

The restricted account has received approximately \$4.8 million to repair damage caused by the flood earlier this year. By the end of this month the allocation for the flood damage should be complete and the new revenues should funnel into the distribution account.

Vice Chairman Mitchell emphasized all of the construction occurring in the state. He would like additional press releases summarizing the activities of each district. He believes more public awareness of the Department's activities is needed.

By the end of the year approximately \$13 million will have accumulated in the Idaho Petroleum Clean Water Trust Fund. Highway users contributed an estimated 80% while non-highway users contributed 20%. Because the Idaho Supreme Court's opinion was the transfer fee was a tax on gasoline and must be used for the construction and maintenance of highways, the money in this account is an issue that needs to be addressed, along with the decision to continue collecting the \$.01 per gallon petroleum transfer fee. Director Bower has met with the local entities to discuss these issue and hopes to prepare a package for the Governor that the local agencies and ITD can support.

Several Board members believe the money should be distributed through the Highway Distribution Account (HDA). The members do not want to lose the formula of the HDA as it was originally established. The consensus of the Board was to have Chairman Winder and Director Bower meet with Governor Batt and emphasize the importance of the HDA and encourage dispersing the clean water trust fund money through the HDA, however, inform the Governor that the Board would understand if he supports distributing the clean water trust fund revenue on a 50-50 split with the locals.

Presentation - 16' Manufactured Homes. At next month's meeting, the Idaho Manufactured Housing Association will request a rule change to allow 16' wide movement in Idaho on a unit's own wheels, axles, and tires. The Idaho Association is requesting this change to be competitive with other states which are allowing movement of these wider homes. POEM Frew said the 16' homes are safer than the 14' homes because the wider units will be more stable and wind will not be a big problem. He showed a video of a 16' home being transported on Montana highways.

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Member Combo questioned if this allowance could be provided through legislative action. Deputy Attorney General (DAG) Parry replied that this issue could be handled either through a rule change or by legislative action. The Board asked for additional information, including the statutory language and what restrictions surrounding states impose on the movement of 16' manufactured homes.

Delegation - Sherwin Racehorse, Tribal Tax Commission. The Shoshone/Bannock reservation has difficulties funding road projects according to Mr. Racehorse. He requested more projects in the Statewide Transportation Improvement Program. Several railroad crossings need improvements, however, the railroad companies have not been willing to work cooperatively with the Commission on the crossings. He asked the Department to program the Agency Road Railroad crossing project in FY97. The crossing is deteriorating, creating a safety hazard. He emphasized the need for cooperation and memorandums of understanding with various entities, including ITD. He also requested technical help, particularly in applying for available funds.

In closing, Mr. Racehorse asked the Board to support legislation that would provide funds for reservation highways, which Senator Wheeler introduced. The Senator explained the legislation would allocate a portion of the locals' money, \$500,000, to the tribes for planning purposes and the infrastructure. He added that if re-elected, he would pursue this legislation.

Chairman Winder thanked Mr. Racehorse and Senator Wheeler for the presentation and asked staff to review the tribe's concerns and provide assistance where possible.

Highway System Additions/Deletions and Highway Team Concept. At the June Board meeting, eight state highways were recommended for removal from and three were recommended for addition to the state highway system, based on a statewide system review and the application of Board policy. The concept of a team to negotiate with the local highway jurisdictions on these issues was recommended. The Board asked for more information on this concept.

According to Transportation Planning Administrator (PTA) Ray Mickelson, the State Highway Advisory Team would follow the priority of deletions and additions to communicate with local governments with public meetings held as deemed necessary. Mutually beneficial preliminary agreements with the local officials using creative thinking and innovative approaches to best meet state and local government interests could be reached. The team would bring back to the Board on a case-by-case basis, a status report of the negotiations and preliminary agreements on a quarterly basis with recommendations.

Member Smith believes this is a sensitive issue and the District Engineer should not be responsible for negotiating with the local officials on removals or additions. He believes legislative action is necessary to remove mileage from the state system, and also suggested a subcommittee of the board to study this issue. Member Combo recommended looking at the additions to the system first.

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Member Combo made a motion to appoint a subcommittee comprised of Member Smith, Member McClure, TPA Mickelson, and Local Highway Technical Assistance Council Administrator Joe Haynes, to study the issue of additions to and deletions from the state highway system and prepare a recommendation to the full Board before the legislative session. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Report from Gravel Extraction Team. A Gravel Extraction Team was formed in May to address the concerns of gravel extraction sites as expressed by the Board. The Team has developed a report to address the problems associated with using existing material sources as well as obtaining approvals for new sources. Some of the recommendations include a review by the Department's attorneys on the constitutional, statutory, regulatory and case laws that enables, regulates, or constrains the operation of material sources; have the District Planners work with the counties to develop, update, or amend their comprehensive plans to identify and zone areas where gravel extraction could be undertaken; establish a pilot effort in District Five to review ordinances and zoning of existing state controlled sources to ensure they remain in compliance for the foreseeable future, identify possible improvements to those ordinances and/or the standards to streamline the process for obtaining conditional use permits; identify future sources and determine potential problems, if any, with obtaining the necessary permits; and work with LHTAC, counties, cities, and highway districts in developing consistent criteria and standards for opening and reopening gravel sites and obtaining conditional use permits.

The report concluded that the issue is very complex and will take a concerted effort to resolve, and calls for a partnering with local governments. The Team plans to meet bi-monthly, monitor the issues involved, assist with any problems that arise, and issue status reports as needed. The team will focus on working closely with the local governments, educating on source information, and long-range planning.

The Board commended the Team for its excellent report and expressed appreciation for its work on this subject.

Speed Limit Recommendations. Recommendations on increasing speed limits on non-interstate NHS routes and other non-NHS state routes were made, based on appropriate studies, consultation with law enforcement agencies, and district input. Traffic Engineer (TE) Greg Laragan reported that all state highways have been studied and today's speed limits are the last recommendations except for modifications.

The North Side Transportation Committee requested the speed limit be lowered on US-26 by Gooding. Member Smith said he traveled this portion of highway earlier this week.

Member Smith made a motion to reduce the speed limit to 55 miles per hour on US-26 from the junction of SH-46 for approximately five miles. Member McHugh seconded the motion and it passed unopposed.

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Director Bower reported that a number of residents and government officials from the Rathdrum area have expressed concerns with the speed limit on SH-41 because of the number of school buses and school children who travel that highway. There is strong concern for the safety of these children. TE Laragan reported on the recently-completed traffic studies performed by the District and also on the accident history. Vice Chairman Mitchell reiterated the growth that area has experienced and believes the Board needs to consider the concerns of the residents. Because the 85th percentile study reveals that motorists are speeding now, Member McClure said without enforcement, lower speed limits will not make the highway safer.

Member Smith made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, by virtue of Section 49-201(4), Idaho Code, the Idaho Transportation Board may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe maximum speed limit at any intersection or other place or upon any part of the state highway or interstate highway system, not exceeding a maximum limit of seventy-five (75) miles per hour on interstate highways and sixty-five (65) miles per hour on state highways; and
TB96-65

WHEREAS, based upon engineering and traffic investigations, the portions of routes indicated on Exhibit 167, which is made a part hereof with like effect, have been recommended by Idaho Transportation Department staff for speed limit increases.

NOW THEREFORE BE IT RESOLVED, that it is hereby determined and declared that the maximum speed limits designated in Exhibit 167, over and upon the portions of the State Highway System described in Exhibit 167, be and hereby are the reasonable and safe maximum speed limits thereon and shall henceforth be effective at all times during the hours of daylight and darkness.

Member McHugh made a motion to reduce the speed limit on SH-41 south of Rathdrum to 45 miles per hour and for ten miles north of Rathdrum to 55 miles per hour. Vice Chairman Mitchell seconded the motion. The motion passed five to one with Member McClure opposing.

Chairman Winder asked staff to give more consideration to posting speed limits at 60 miles per hour. He also suggested making speed limits appropriate with the road conditions. The Board emphasized the importance of the local officials in enforcing the speed limits and also adherence by locals when they request changes to the speed limit.

Executive Session on Legal and Personnel Issues, Sections 67-2345(f), and 67-245(h), Idaho Code. At 12:15 PM, Member Miller made a motion, seconded by Member Smith, to meet in executive session to discuss legal and personnel issues with DAG Parry. The motion passed unanimously.

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The Board came out of executive session at 1:20 PM. No decisions were made.

Presentation on Design-Build Contracts. John Leonard, I-15 Corridor Operations Engineer with Utah Department of Transportation, summarized the design-build concept being used on the I-15 corridor reconstruction project in the Salt Lake City area. This method uses one contractor to plan, design, build, and control the project, resulting in more flexibility, better quality, and ensuring the best product at the best price.

Typically, this concept allows for construction on a project to start before the design has been completed. Other advantages include allowance for innovations in the design and construction, claims are not as numerous, the contractor is responsible for the adequacy of the design and the liability of construction, problems are resolved quicker, and the design and construction efforts are coordinated better, resulting in a shorter time period for the completion of the project.

The Board thanked Mr. Leonard for the informative presentation.

Request for FY97 Unallocated Funds for Slide Repair on US-26, District 6. In 1959, US-26 was realigned and reconstructed by the Bureau of Reclamation in conjunction with the construction of the Palisades Dam. Many slopes were constructed on a plane steeper than the angle of repose for the soil used, resulting in several small slope failures, which the district has repaired on an ongoing basis.

The last contract project to correct slope deficiencies was let in 1992 and entailed repairs at mile post 399, just above Indian Creek. Inside the proposed limits are two separate guardrail runs on the right side separated by a small distance with another run on the left. The right side consists entirely of embankment below these guardrails which are failing. The failure has become severe enough to begin encroaching into the paved portion of the roadway. The district believes that the problem can be adequately solved by excavating a flat bench below the existing road surface, and constructing short fabric retaining walls to stabilize an earth fill above to the highway shoulder. All guardrail within the project will be brought to current standards, and any necessary drainage and repaving will also be completed. The cost of this project is estimated at \$250,000. A contract for performing this urgently needed work could be let as early as April 1997.

Member McClure made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the roadway on US-26 at Indian Creek is likely to be substantially
TB96-66 eroded as the earthen slope continues to slide, with the potential to disrupt traffic
and require significant expense to repair; and

WHEREAS, the Transportation Board has made available unallocated state funds to address emergency problems that arise during the year; and

WHEREAS, the FY97 State Funded Unallocated Account balance is \$1,020,000.

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NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the use of \$250,000 from the Unallocated Account to add the US-26 Indian Creek Slide Repair Project to the FY97 State Funded Program.

Highway Development Program Supplement 96-6. The objectives of this supplement are to advance federally funded projects into FY96 to fully utilize the FY96 funding available due to cost savings and delayed projects; add a new project to the FY97 State-Funded program to be supported with un-allocated funds; add additional projects to the Emergency Relief Highway Development Program to implement flood damage repair projects for the November 1995 north Idaho flood; add additional projects to the Emergency Relief Highway Development Program to implement flood damage repair projects for the February 1996 north Idaho flood; request concurrence with changes to the FY96-2000 Federal Lands Highway Development Program; request early approval for proceeding with preliminary development on selected bridge projects to be added to the State-Funded Restricted Program during the September Board meeting updating the Highway Development Program; and update the cost of existing projects to current costs.

Vice Chairman Mitchell believes FY97 projects should be given first consideration for advancement, followed by FY98 projects, then FY99. The Board approves projects for specific years based on priorities and staff should use the sequential years as guidance for advancing projects. Director Bower explained key 6295, SH-55, Beacon Light Road to mile post 50.2 in FY99, was split from another project programmed in FY96 due to right-of-way concerns. He believes it would be beneficial to advance this project and combine it with key 3758.

Member Smith made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
TB96-67 accomplish a current, realistic, and fiscally constrained Highway Development
Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal and State highway funding; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, the proposed changes in Supplement 96-6 to the FY96-2000 Highway Development Program are necessary to fully utilize the FY96 Federal Highway funding obligation limitation of \$105.6 million; and

WHEREAS, the Department is continuing to develop permanent flood repair projects in response to the November, 1995 and February, 1996 North Idaho Floods.

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NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY96-2000 Highway Development Program itemized and explained in Highway Development Program Supplement 96-6, as shown in Exhibit 168, which is made a part hereof with like effect, and authorizes the Director to advance projects in the Statewide Transportation Improvement Program and others that may need FHWA approval in the order of the sequential year in the current program with the exception of key #6295 and others approved by the Chairman and the Director; and

BE IT FURTHER RESOLVED, that staff is authorized to make the appropriate changes to the FY96-98 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

Use of Consultants to meet Transportation Program Requirements. In respect to the Department's commitment to Total Quality Improvement, a team was established to determine methods to more effectively meet project development goals. The main objective of the team was to explore the feasibility of utilizing consultants to perform project development activities for up to \$10 million from the FY97 draft program. Additionally, the team was to identify the types of projects and/or best mix of projects to negotiate with consultants for the highest efficiency.

Consultant Administration Engineer Jim Porter relayed the recommendations, including utilization of the design-build concept, rent a designer, negotiate a complete project, and increased utilization of the term agreement procedures. Advantages include helping ITD get caught up with project design, more effective use of funds, more efficient bid letting schedules, the possibility of receiving more redistribution funds, and improved time tables on local public agency projects. Team member Gil Walker, Bell-Walker, said results of a poll of Consulting Engineers of Idaho members indicated they could handle this additional work load. Jeff Fuller, CH2M Hill, team member, commended ITD for its forward thinking and innovative approach. He believes this is a good opportunity and that the consultants will be able to provide the desired services and meet ITD's needs.

Member McClure made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Department is experiencing reductions in
TB96-68 staff; and

WHEREAS, this reduction in staff is further complicated by the retirement of the more experienced designers; and

WHEREAS, with the reduction in staff, project development deadlines are becoming more and more difficult to meet; and

WHEREAS, meeting project development schedules will provide a bid letting schedule with the potential of an improved bidding environment; and

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WHEREAS, having projects designed at an early stage promotes better utilization of federal funds and optimizes cash flow; and

WHEREAS, efficient project development planning and implementation promotes quality designs; and

WHEREAS, effective planning and grouping of projects to be designed by consultants provides the potential to reduce consultant project development costs; and

WHEREAS, utilizing consultants allows ITD to complete project development within the scheduled time frame.

NOW THEREFORE BE IT RESOLVED, that ITD utilize the existing consulting engineering community to assist in meeting the goals of the current and future approved transportation project program; and

BE IT FURTHER RESOLVED, that ITD enter into professional agreements to complete project development of programmed projects. Samples of the types of projects and potential program dollars to be consulted are shown in Exhibit 169, which is made a part hereof with like effect; and

BE IT FURTHER RESOLVED, that ITD use consultants to perform subtasks on ITD designed projects, such as environmental clearances, geotechnical analysis, etc.; and

BE IT FURTHER RESOLVED, that ITD let at least one design/build contract as a pilot project.

Recommendation on Big Wood River Bridge at Greenhorn, SH-75, District 4. Staff has completed a draft cooperative agreement with Blaine County for the Big Wood River Bridge, according to District Four Engineer Van Over. He added that a formal project concept is proceeding, along with the field work and Phase I/Life Cycle Cost report. A draft scope of work to be used in the solicitation of a consultant to design the project is also complete. Solicitation and the selection of a consultant should be completed by October.

DE Van Over recommended the project be removed from deferred status which will allow the consultant selection process to begin. Additionally, in September, consideration should be given to a critical bridge project programmed in FY99 for \$1.1 million and an STP highway project in the amount of \$3.1 million in FY2000.

Member Smith made a motion to remove the Big Wood River Bridge from the deferred status and place it in Preliminary Development so work can proceed on the project. Member McClure seconded the motion and it passed unanimously.

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Status of Boulder Mountain Trail, Key 5558, Blaine County, District 4. Blaine County Recreation District (BCRD) is the sponsor and project manager of this FY96 Enhancement project and the Sawtooth National Forest (SNF) is the designer. The project involves the design and construction of an 18 mile multi-use trail, paralleling SH-75. The federal aid funds are \$312,500 with a local match ratio of 25%, however, BCRD has requested an additional \$131,250 in federal aid to be transferred from the Ketchum Connection project, which cannot be completed due to stalled Union Pacific Railroad property negotiations.

DE Van Over reported a lack of sufficient project development on this project has resulted in the sponsor seeking an exception from the Board Policy which states that Enhancement projects which are not ready for contracting during the Contract Schedule fiscal year shall be dropped from the program. An exception may be granted by the Chief Engineer for projects which have most of the development completed and are very close to contracting. Due to widespread interest in this project, a fairly large contingent of local and political input has been generated to keep this project moving ahead. DE Van Over said streamlined project development guidelines have been proposed by ITD, FHWA, and the SNF. The SNF Supervisor expects to have the project developed by January 1997.

Member Smith made a motion to waive the Board-imposed enhancement project development requirements, allowing a one year extension for use of enhancement funds for the Boulder Mountain Trail project. The program sum of \$312,500 may remain designated to the project as long as the project stays on track, as outlined in the critical path diagram which presently requires that it go to contract by April 1, 1997. The District will monitor the project development in the FY97 Enhancement Program. Member McHugh seconded the motion and it passed unanimously.

Member Smith made a motion to grant the Blaine County Recreation District application for transfer of \$131,250 from the Ketchum Connection project, thereby cancelling the Ketchum project. The transfer will be made to the Boulder Mountain Trail project for FY97, with the requirement that the transferred funds are subject to the same limitations as outlined in the previous motion. Member Combo seconded the motion and it passed unopposed.

DE Van Over also provided a status of SH-24, 500 East to Minidoka. This project, currently in the FY98 State unfunded category, involves the repair of mile post 12.1 to 17.95 due to spring break up, at an estimated cost of \$750,000. The project design is essentially complete.

Chief Engineer's Items. The Department of Energy has approved \$1.1 million in stripper well funds to upgrade cross bucks at 1,500 at-grade crossings in Idaho, according to TE Laran.

CE Ross reported that a speed study group has been monitoring information, including accidents, relating to the changed speed limits. Not enough time has lapsed to draw conclusive information.

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Staff has not completed the recommendations for the Sherman Avenue project in Coeur d'Alene.

The Cameron Avenue project in Kellogg now has a price tag of approximately \$1 million. CE Ross said staff worked with city officials and cut the cost to \$642,000, with the city assuming jurisdiction of this highway after improvements have been made.

Member Smith made a motion to authorize staff to continue negotiating with the city to reduce the costs of the Cameron Avenue project. Member Combo seconded the motion and it passed unopposed.

Old SH-55, Horseshoe Bend Hill, District 3. In June, property owners along old SH-55 discussed with the Board the feasibility of closing the road for approximately two miles, close to the summit of Horseshoe Bend Hill.

Member McClure made a motion, seconded by Member McHugh, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, property owners on the Old Horseshoe Bend Hill alignment (left of
TB96-69 current highway SH-55, MP 57.18 to 62.27) have requested a dual locked gate approximately where the road crosses from section 16 to section 9, T 6N, R2E (this is approximately 2.2 miles northerly of the intersection of the old road and the existing highway at MP 57.18); and

WHEREAS, the winter maintenance standard recommended for the Old Horseshoe Bend Hill alignment is level 5 (low volume state highways maintained during the winter at a level uniform with adjacent local jurisdiction roads).

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the installation of a dual locked gate this fall at the recommended location and approves the "Level 5" level of winter maintenance for this section of road.

WHEREUPON, the regular monthly Board meeting and tour of District Five officially adjourned at 3:40 PM.


CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
9/26, 1996
Boise, Idaho

August 16, 1996

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 25-27, 1996

The regular session of the Transportation Board meeting convened at 1:15 PM on September 25, in Boise, Idaho at the Transportation Department. The following principals were present:

Chuck Winder, Chairman
 Mike P. Mitchell, Vice Chairman - District 2
 John McHugh, Member - District 1
 Monte C. McClure, Member - District 3
 Leon E. Smith, Jr., Member - District 4
 Neil Miller, Member - District 5
 John X. Combo, Member - District 6
 Sue S. Higgins, Secretary to the Board
 Dwight Bower, Director
 Jim Ross, Chief Engineer

Work Session on FY98 Budget. Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar, summarized the forecasted revenue and receipts for FY98. Federal receipts are 10% less than budgeted for FY97 due to estimates of payments and match ratios on construction projects, however, both state highway revenues and state aeronautics revenues are up from FY97. The free fund cash balance is approximately \$3 million, which is down significantly from previous years.

The estimated expenditures for the north Idaho flood repairs are approximately \$3 million. A total of \$6 million was budgeted for this disaster, therefore, the Department may take a budget supplement for spending authority to the 1997 legislature for the remainder of these restricted highway disaster funds, which must be split equally with the locals. The status of the restricted highway fund, downsizing efforts, program enhancements, and the proposed FY98 budget request in the amount of \$305,262,000 were reviewed.

BPIRM Detmar stated that the recent Governor's announcement of a 2 1/2% hold back by general fund state agencies does not affect the Department because ITD receives dedicated funds. The only area that may impact the Department is the interdepartmental services.

Work Session on Statewide Transportation Improvement Program (STIP). Intermodal Planning Manager (IPM) Jim McFarlane thanked the Metropolitan Planning Organization

representatives for their attendance and the good working relationship that has been established with ITD. No changes in any modes except highways have been made in the draft STIP.

September 25, 1996

IPM McFarlane presented an award to Clair Bowman, Executive Director of Ada Planning Association, for being named the top metropolitan organization in the nation. Mr. Bowman thanked the Department staff for initiating the nomination and for the good working relationship between the two agencies. He also thanked the Board for its support.

Work Session on the FY1997-2001 Highway Development Program. Highway Programming Manager (HPM) Dave Amick reviewed the funding assumptions in the new Program. A total of \$204.3 million, including match, in total funding is estimated to be available in FY97 for all federal-aid and state funded highway programs. HPM Amick and Pat Raino reviewed each highway program with the Board members.

WHEREUPON the Board meeting recessed at 6:00 p.m.

September 26, 1996

The Transportation Board meeting reconvened at 8:00 AM at the Transportation Department in Boise on Thursday, September 26. All members were present.

August 15-16, 1996 Board Minutes. Vice Chairman Mitchell made a motion to approve the minutes of the Board meeting held on August 15-16, 1996 as corrected. Member McClure seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
October 10-11, 1996 - District 6
November 14-15, 1996 - Boise
December 12-13, 1996 - Boise

Consent Calendar. Member Combo made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves
TB96-70 the following items on the consent calendar: condemnation of parcel 10, key 1045; revisions to Board Policy B-03-01, Acquisition and Disposal of Real Properties and their Improvements; deletion of Board Policy B-13-03, Highway Location Policy Relating to Property Owner Lines; contract awards; and professional agreements report.

1) Authority to condemn, parcel 10, project NH-F-2391(055), key 1045, US-30/93, District 4.

2) Board Policy B-03-01, Acquisition and Disposal of Real Properties and their Improvements. This policy was revised to remove the staff's spending cap on purchasing individual parcels; increase administrative settlement authority to ten percent (10%) or

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\$100,000 over reviewed fair market value, whichever is greater; and add a reporting requirement indicating the total cost of all parcels purchased, the amount of any administrative settlement, and the total acquisition cost.

3) Board Policy B-13-03, Highway Location Policy Relating to Property Owner Lines. Because the policy information is currently detailed in the appropriate procedure manuals along with further procedures and the policy was created in 1959 and has never been updated or reviewed since that time, staff recommended the policy be deleted.

4) Contract Awards. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

STM-5120(614), key 6421 - Wrenco to Dover, US-2, Bonner County, District 1. The low bid was more than 25% under the engineer's estimate, requiring justification. The engineer's estimate was based on historical bid prices and 9% mobilization. The major differences in estimated costs were mobilization, plantmix without oil, leveling course without oil, oil, flagging, and pilot car operation. The mobilization for this project could be bid for just mobilizing a paver since it is a paving job out of a commercial source. Competition is very high between plantmix suppliers in the area right now and the low bidder's plantmix unit price is in line with recent change orders on other area projects. The unit prices for flagging and traffic control in the engineer's estimate were more in line for a federal job, and because this is a state-funded project, Davis-Bacon wages are not necessary. Based on the analysis and justification of the bid results, the district recommends that approval be granted to award this project.

The Board concurred with staff's recommendation to award this contract. Low bidder: Interstate Concrete and Asphalt Company, Coeur d'Alene, Idaho - \$341,489.80.

STKP-1607, key 6420 - Sandpoint Stockpile, Bonner County, District 1. The low bid was more than 25% under the engineer's estimate, requiring justification. The engineer's estimate was based on historical bid prices of materials, handling, and mobilization, plus an increase due to speculation based on today's overall competitive cost increases with fair market price values. In analysis, the low bidder appeared to undercut the estimated costs due to the availability of a stockpile excess on hand.

The Board concurred with staff's recommendation to award this contract. Low bidder: Interstate Concrete and Asphalt Company, Coeur d'Alene, Idaho - \$144,860.00.

CM-5754(100), key 6001 - English Point Road, Kootenai County, District 1. The low bid was more than 25% under the engineer's estimate, requiring justification. The engineer's estimate was based on historical bid prices and 8% mobilization. The major differences in estimated costs were mobilization, traffic control, plantmix, 3/4" base, and approach. The mobilization for this project could be bid for just mobilizing a paver since it is

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a paving job out of a commercial source. Competition is very high between plantmix suppliers in the area right now and the low bidder's plantmix unit price is in line with recent change orders on other area projects. Also, this project is approximately five miles from the low bidder's yard. Based on the analysis and justification of the bid results, the district recommends that approval be granted to award this project.

The Board concurred with staff's recommendation to award this contract. Low bidder: Interstate Concrete and Asphalt Company, Coeur d'Alene, Idaho - \$63,689.00.

ER-4170(102), key 6368 - Roadway Washout, SH-3, Nez Perce County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$133,196.60.

ER-4200(112), key 6365 - Slide Stabilization and Removal, US-12, Nez Perce, Clearwater, and Lewis Counties, District 2. Low bidder: Western Construction and Logging, Lewiston, Idaho - \$237,110.

ST-4704(604), key 6442 - Brown's Creek to Reed's Bar, SH-14, Idaho County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$420,572.87.

ST-4110(642), key 6189 - Rapid River Bridge to Riggins, US-95, Idaho County, District 2. The low bid was more than 25% under the engineer's estimate, requiring justification. The basis for the engineer's estimate was the Average Unit Price Report. Comparison of the bid to the estimate shows four items with major difference: 19 mm aggregate base; plantmix pavement with asphalt; shoulder preparation; and mobilization. The District believes the major reason for the low bid may have been because the contractor-furnished source used in calculating the engineer's estimate was located in Grangeville, approximately 50 miles north of the project, and possibly the contractor located a source closer to the project. The District did not find any unusual or irregular problems with the bids and plans and recommends awarding the project as soon as possible to allow the contractor to complete the project this year.

The Board concurred with staff's recommendation to award this bid. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$341,841.76.

STM-6350(622), key 6179 - Carmen Guard Rail, US-93, Lemhi County, District 6. The low bid was more than 10% over the engineer's estimate, requiring justification. The engineer's estimate is based on the Average Unit Price Report and past bidding history of projects of similar nature for standard items. The bids generally compared well with the exception of three bid items: 205-I, water for dust abatement; 303-C, 19 mm aggregate base; and 629-A, mobilization. The District has examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage. The overall prices for the items on this contract are not unreasonable and the District recommends awarding the project.

The Board concurred with staff's recommendation to award the bid. Low bidder: Alexander-Martin Inc., Jerome, Idaho - \$123,054.26.

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ST-3250(604), key 5647 - Intersection SH-55 and 10th Avenue, SH-55, Canyon County, District 3. Low bidder: Boise Paving and Asphalt Company, Boise, Idaho - \$161,917.50.

STM-8273(600), key 6422 - Third Street South to Jct. I-84 west-bound lane, Nampa, SH-55, Canyon County, District 3. Low bidder: Idaho Sand and Gravel Company, Inc., Nampa, Idaho - \$132,303.90.

STKP-3671, key 5812 - Boise Stockpiles, Ada County, District 3. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$161,230.

STPG-RRP-7113(003), key 4436 - Curtis Road, North of Franklin Road, Boise, Ada County, District 3. Low bidder: Nelson Construction Company, Boise, Idaho - \$417,781.70.

NH-6500(105), key 6287 - 19th Street to South Boulevard, I-15/US-20 business, Bonneville County, District 6. Low bidder: H K Contractors, Inc., Idaho Falls - \$697,581.35.

5) Professional Agreements Report. Payments for engineering consultant agreements amounted to \$143,155.04 during August 1996 and general consultant agreements equalled \$41,990 for a grand total of \$185,145.04.

Board Items. Chairman Winder stated that the Intermodal Commercial Freight Task Force held its last meeting on September 24. An executive summary was distributed to the Board. Some of the recommendations include the establishment of a committee to provide ongoing recommendations on freight policies statewide; define corridors in the state and plan improvements on those corridors; retain the current truck lengths; retain bifurcated rates for the weight distance tax system; and establish a better balance between the weight distance tax and registration fee structure. A full report will be presented to the Board in November.

The Board subcommittee on additions to and deletions from the state highway system met yesterday, according to Member Smith. The consensus of the group was that this issue needs to be addressed on a statewide, functional classification system, and that the current rating system is basically a good system. The Grandview Road should be added to the state's system and the road with the lowest points on the rating system, SH-7, should be removed from the system. These actions will be pursued as a pilot project. Joe Haynes, Administrator, Local Highway Technical Assistance Council (LHTAC) will provide assistance with the locals, pending approval from his Council.

Transportation Planning Administrator (TPA) Ray Mickelson added that a small team would be established on a case by case basis to negotiate the action. Mr. Haynes expressed appreciation to the Board for the opportunity to be involved in this issue. He said this is a statewide problem and the whole network needs to be reviewed. He added that this recommendation is for the rural system only.

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Member Combo made a motion, seconded by Member Smith, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, pursuant to Section 40-310(1), Idaho Code, the Idaho Transportation
TB96-71 Board has the power and duty to determine which highways or sections of highways in the state shall be designated and accepted for the purposes of Title 40 as a part of the State Highway System; and

WHEREAS, pursuant to Section 40-203B, Idaho Code, the Idaho Transportation Department cannot take miles off the State Highway System without consent of the local highway jurisdiction receiving the miles of roadway; and

WHEREAS, the Transportation Department has adopted a statewide rating system and priority order for additions to and deletions from the State Highway System; and

WHEREAS, the State of Idaho's recent 4 cent gas tax and registration fee increase went 50% to local roads and 50% to the State of Idaho; and

WHEREAS, despite the State increases, State revenues from all sources declined, leaving the Transportation Department with fewer dollars to maintain roads and complete projects; and

WHEREAS, the Transportation Department has gone through a legislature required reduction of 100 employees to occur between 1996 and 1999; and

WHEREAS, the Transportation Department should not add highway miles to its existing system of 5,000 miles without some compensating reduction in miles. The balance of additions to and deletions from the highway system must be considered at a statewide level because it cannot be accomplished within one (1) locality or highway district; and

WHEREAS, local highway jurisdictions appear unwilling to take additional miles relinquished by the State without compensation from the distribution formula.

NOW THEREFORE BE IT RESOLVED, based upon the Transportation Department's rating system, the Board feels there are a few roadways off system that should be part of the State System; and several state roads that should be removed and put under local jurisdiction. In order to accomplish additions and removals:

1. Great weight shall be given to an addition that requires no right of way acquisition by the state;
2. Approximately equal miles exchanged on and off the state system will be necessary;

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3. The additions and deletions are prioritized based on the state rating system;
4. Partnering and cooperative efforts with one, two or more local jurisdictions shall be emphasized; and
5. The Local Highway Technical Assistance Council (LHTAC) be used as a facilitator if acceptable. Further, a small coordinating committee including one ITD representative and one LHTAC representative with other(s) of their choice can be established to work on a proposed exchange to submit for Board approval.

A number of speed limit changes have been made based on locals' requests. Member McClure believes the Board's charge is to perform traffic studies to establish speed limits and expressed concern with changing speed limits based on emotions. He requested staff prepare an engineering study one year after speed limits were changed due to requests from locals and report those findings back to the Board.

Director's Items. Due to a slide on Blacks Creek Road earlier this spring, that road has remained closed. Approximately \$1.8 million is needed to remove the slide and repair the road. Mountain Home Highway District has asked for financial assistance. Director Bower has contacted the Forest Service for assistance, however no response has been received to date.

Federal Highways has approved \$3.2 million to repair the Meadow Hurst dike on SH-3. Emergency relief funds were also approved to bring the highway up to standard.

Public Affairs Manager Jeff Stratten reported on a number of Boise-area ground-breaking and ribbon-cutting ceremonies in the near future. Before the end of the year, ribbon-cutting ceremonies should be held on the SH-21, Diversion Dam, the I-84, Cole/Overland interchange, and the SH-44, Eagle Alternate route projects. Ground-breaking for the I-84, Isaac's Canyon and I-84B, Nampa Caldwell Boulevard projects should also be held by early December. A press conference with the Governor is planned for the installation of railroad cross buck signs in October. Additionally, ground-breaking on the downtown Soda Springs project will be held next week.

The Department has received a check from Micron for the I-84, Isaac's Canyon interchange project. The project will be advertised next week.

Approximately 1200 lanes miles were resurfaced statewide this summer, which is approximately 10% of the state system.

Director Bower and several other staff members will be attending the AASHTO conference in New York at the beginning of next month. Member McClure is also planning to attend. The reauthorization of the Intermodal Surface Transportation Efficiency Act of 1991 will be discussed at a meeting with WASHTO officials as well as the five-state coalition at this time.

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FY98 Budget. Chairman Winder thanked BPIRM Detmar and her staff for the work session and the information provided on the budget yesterday.

Vice Chairman Mitchell made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the FY98 Transportation Department budget has been prepared in
TB96-72 accordance with instructions in the Division of Financial Management's Budget Development Manual; and

WHEREAS, the Transportation Board reviewed the estimated revenue and expenditures for FY98.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board agrees with the FY98 budget as presented in the Department Summary and Certification, submitted for approval September 26, 1996, as shown in Exhibit 170, which is made a part hereof with like effect, and authorizes the estimates to serve as the basis for the budget request to be submitted to the Division of Financial Management on or before September 30, 1996.

Proposed Legislation. At the July meeting, the Board approved the 1997 legislative idea forms as to concept and authorized staff to develop draft legislation for review and approval. All draft legislation approved by the Board must be submitted to the Division of Financial Management for their review prior to inclusion in the Governor's legislative package to the Legislature. Legislation concerning Regional Transportation Planning Organizations, Driver's License Suspensions, and Fleet Vehicle Registration Fee was not included as part of the legislative package, but draft legislation on Single Tires on Dual Axles was included.

Member McClure made a motion, seconded by Member McHugh, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Governor's Office has requested that State agencies submit
TB96-73 proposed 1997 legislation to the Division of Financial Management for review and approval; and

WHEREAS, the Idaho Transportation Board at the July 18-19, 1996 meeting approved the 1997 "Legislative IDEA Submittal Forms" as to concept and authorized ITD staff to develop draft legislation for review and approval, prior to submission to the Division of Financial Management.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board approves submittal of the "Legislative Proposal Forms" containing the proposed draft legislation to the Division of Financial Management, to be included as part of the Governor's 1997 legislative package, dependent upon subsequent review and approval by the Division of Financial Management.

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Fiscal Year 1996 Dealer Advisory Board (DAB) Report. DAB Secretary Dale Durham outlined the activities of the DAB during FY96. A review of the licensing fees for the various license plates was completed for the 1996 legislature, with a decision to leave the dealer license plate fee as it is for the present time. The DAB continued its support of ITD's accomplishments with the use of electronic technology to improve service to dealers and the public, and encouraged the financial agencies to use the electronic lien process. At the request of a concerned consumer, increasing bonding requirements for dealers was reviewed, with a recommendation that the current bonding levels be retained as they are. The DAB supported the Department's proposal to allow dealers to volunteer to perform the vehicle inspection number inspections for the \$3.00 fee, or no cost to consumer, by dealer option. The DAB also approved the Division of Motor Vehicles' sponsorship of various titling assistance workshops for dealers and financial agencies this past summer.

During 1996, the DAB supported the following legislation: modification of the Idaho salvage law to provide for disclosure of the previous owner-retained status by a seller of a total/loss salvage vehicle; addition of a dealer from the recreational vehicle dealer industry to the DAB; release of liability notification to the Department; and modification of the time allowed for perfection of liens on motor vehicles.

Chairman Winder thanked Mr. Durham for the update on the DAB and thanked him for his service on the board.

Luncheon with Mike Brassey, Administrator, Division of Financial Management (DFM). The Board members, Secretary Higgins, Director Bower, and BPIRM Detmar met with DFM Administrator Brassey for a luncheon meeting. A number of issues were discussed, including the payments the Department is mandated to provide to other agencies, the restricted account for flood damages, the V1 Oil case, and the 1% property tax initiative. Regarding the Governor's 2 1/2% holdback for general fund agencies, Administrator Brassey stated that as a dedicated fund agency, ITD is not affected, although the interdepartmental services may be impacted. He believes the current budget process is too complicated and would like to simplify it. BPIRM Detmar offered the Department's assistance in this area.

Chairman Winder thanked Administrator Brassey for meeting with the Board.

Highway Development Program Supplement 96-7. This supplement reports on the advancement of federally funded projects into FY96 to fully utilize the FY96 funding available due to cost savings and delayed projects, and updates the cost of existing projects to current costs. The Board reviewed the status of the State-Funded Un-allocated Account, a summary of highway program cost changes by funding source since October 1, 1995, a history of FY96 program supplements, an update of available funding compared to approved projects, and selected highway program sheets annotated to reflect proposed changes to the Highway Program.

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Member Smith made a motion, seconded by Member Combo, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Transportation Department to
TB96-74 publish and accomplish a current, realistic and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal and State highway funding; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, the Department has received an additional \$1.8 million in additional obligation authority during the August redistribution by the Federal Highway Administration; and

WHEREAS, the proposed changes in Supplement 96-7 to the FY 1996-2000 Highway Development Program are necessary to fully utilize the FY 1996 Federal Highway revised funding obligation limitation of \$107.5 million.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY 1996-2000 Highway Development Program itemized and explained in Highway Development Program Supplement 96-7, as shown as Exhibit 171 which is made a part hereof with like effect, and authorizes staff to make the appropriate changes to the FY 1996-98 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

Cameron Avenue Road Closure and Maintenance Agreement, I-90B, District 1. At the July meeting, Kellogg city officials asked the Board to fund improvements to Cameron Avenue, the I-90 business loop. The city also requested relinquishment of this highway to the city's jurisdiction. The Board directed staff to pursue this proposal and submit a recommendation.

Staff was able to negotiate an agreement with the city to fund improvements to Cameron Avenue in the amount of \$441,908 from the State unallocated account. The work is to be completed by December 31, 1999. All of the Cameron Avenue right-of-way and future maintenance would be relinquished to the city of Kellogg upon receipt of the funds.

Member Miller made a motion, seconded by Member Combo, and approved unanimously, to approve the following resolution:

RES. NO. WHEREAS, it is in the public's interest for the Transportation Department to enter
TB96-75 into an agreement with the city of Kellogg to remove Cameron Avenue from the state's I-90 Business Route; and

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WHEREAS, it is mutually beneficial to the state and city to delete this segment of I-90 Business; and

WHEREAS, the city of Kellogg will provide all the needed improvements in accordance with the agreement.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approve the relinquishment of all the Cameron Avenue right-of-way and future maintenance of said roadway to the city of Kellogg and agrees to pay to the city of Kellogg the amount of \$441,908 as the state's share as stated in the Road Closure and Maintenance Agreement.

Member Smith asked staff to draft a policy to address off-system highways through urban areas which are not an integral part of the state highway system.

FY1997-2001 Statewide Transportation Improvement Program (STIP). In accordance with United State Code, the Department has developed a STIP for all areas of the state. The STIP includes: a list of priority transportation projects proposed to be carried out in the first three years of the STIP in conformance with each metropolitan planning organization's Metropolitan Transportation Improvement Program, with projects beyond three years for informational purposes only; projects consistent with the Department's Statewide Transportation Plan; projects found to conform, or from programs that conform to air quality standards in the Clean Air Act in non-attainment and maintenance areas; is financially constrained by year; contains all capital and non-capital transportation projects or identified phases of transportation projects; contains all regionally significant transportation projects requiring action by the FHWA or Federal Transit Administration; sufficient descriptive material, estimated total cost, amount of federal funds proposed, and identification of agencies responsible for carrying out the project for each project; and for non-metropolitan areas, only projects which have been selected in accordance with the project selection requirements.

Member Smith made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Transportation Department is required by 23 U.S.C. 134, 23
TB96-76 C.F.R., Part 450 and 49 C.F.R., Part 613 to develop a Statewide Transportation
Improvement Program (STIP); and

WHEREAS, the program contains a list of priority transportation projects to be carried out for the first three years of the STIP and is in conformance with each metropolitan planning organization's Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, is consistent with the Department's Idaho Transportation Plan; and

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WHEREAS, contains only transportation projects found to conform to air quality standards in the Clean Air Act; and

WHEREAS, is financially constrained by year and includes sufficient financial information to demonstrate which projects are to be implemented using current revenues and which projects are to be implemented using proposed revenue sources while the transportation system as a whole is being adequately operated and maintained; and

WHEREAS, contains all capital and non-capital transportation projects; and

WHEREAS, contains all regionally significant projects requiring an action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA); and

WHEREAS, includes sufficient project descriptive material, costs, amount of federal funds proposed to be obligated during each program year, proposed category of federal funds and source(s) of non-federal funds, and identification of agencies responsible for carrying out the projects; and

WHEREAS, includes only those projects that have been selected in accordance with project selection requirements for non-metropolitan areas; and

WHEREAS, was developed in accordance with all applicable federal requirements including adequate opportunity for public involvement and comment.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the FY 1997-2001 Statewide Transportation Improvement Program for all modes (Aeronautics, Bicycle/Pedestrian, Highways, Public Transportation and Rail) as well as Highway Safety and Statewide Projects with changes incurred at the September 26, 1996 Transportation Board meeting for transmittal to FHWA and FTA for their review and approval, and use for ongoing public involvement; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the Metropolitan Planning Organization's Metropolitan Transportation Improvement Programs as mirrored in the STIP.

FY1997-2001 Highway Development Program. Since the Board reviewed the draft Program in June, changes were made to the draft Program based on final input from public involvement and District Engineer requests, rebalancing of the Program due to complete preliminary engineering and right-of-way scheduling information, and the addition of bridge and congestion mitigation projects to the State Restricted Program.

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Member Smith made a motion, seconded by Member Combo, to approve the State Funded and the State Funded Unallocated Development Programs. The motion passed unanimously.

Member McHugh made a motion to approve the Restricted State Funded Program. Member Miller seconded the motion and it passed unopposed.

Member Smith made a motion, seconded by Member McHugh, to approve the Interstate Maintenance Development Program. The motion passed unanimously.

Member Combo made a motion, seconded by Member McClure, to approve the National Highway System and Surface Transportation Program (STP) - State Development Program. Vice Chairman Mitchell expressed the need for the SH-3, Turkey Farm to Little Potlatch Creek project, key 142. Because this project was delayed from FY98 to FY99 to accommodate the I-90, Northwest Boulevard/Ramsey Road interchange, key 519, Vice Chairman Mitchell asked staff to place a high priority on the SH-3 project and consider it for advancement if possible. The motion passed unopposed.

Member McHugh made a motion, seconded by Member Smith, to approve the STP - Local Rural and Local Urban Programs. The motion passed unopposed.

Member McHugh made a motion to approve the STP-Safety Hazard Elimination and Safety Rail Protection Programs. Member McClure seconded the motion and it passed unanimously.

Member Smith made a motion, seconded by Member McClure, to approve the STP-Enhancement Program. The motion passed unopposed.

Member McClure made a motion, seconded by Member McHugh, to approve the Congestion Mitigation/Air Quality Program. The motion passed unopposed.

Member Smith made a motion, seconded by Member Combo, to approve the Bridge (State Highway System) Program. The motion passed unanimously.

Member Smith made a motion to approve the Bridge (Local Road System), Bridge (Off System), Emergency Relief, State Emergency Relief, Local Emergency Relief, Demonstration, Idaho Forest Highway, Indian Reservation Roads, Parkways and Park Highways, and Scenic Byways Projects Programs. Member McHugh seconded the motion and it passed unanimously.

The FY1997-2001 Highway Development Program is shown in Exhibit 172 which is made a part hereof with like effect.

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Technology Transfer (T2) Center Advisory Committee. At the July meeting, the Board approved expanding the T2 Center Advisory Committee by three additional local representatives, one each from the Association of Idaho Cities, the Idaho Association of Counties, and the Idaho Association of Highway Districts. Names have been submitted by each Association for Board consideration on the T2 Center Advisory Committee.

Member Smith made a motion, seconded by Member Combo, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board approved expansion of the
TB96-77 Technology Transfer Center Advisory Committee at the July 1996 Board meeting;
and

WHEREAS, at this meeting, the Board agreed that the Advisory Committee should be expanded by three additional local representatives, one each from the Association of Idaho Cities, the Idaho Association of Counties, and the Idaho Association of Highway Districts; and

WHEREAS, the Association of Idaho Cities submitted two names, one for the additional representative, and one to replace the vacancy left by the resignation of Gary Young, the City of Twin Falls Public Works Director; and

WHEREAS, the Associations have submitted names of individuals to represent local governments for Board consideration and approval.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the following individuals for membership on the Technology Transfer Center Advisory Committee:

<u>Name</u>	<u>Representing</u>
Gary Winn, City of Buhl, Public Works Supervisor	Association of Idaho Cities
Terry Little Traffic Services Manager, ACHD	Association of Idaho Cities
LeRoy Lewis, Jerome Highway District	Idaho Assoc. of Highway District
Jerry Black, Nez Perce County, Road and Bridge Supervisor	Idaho Association of Counties

Speed Limit Recommendations. Since the maximum allowable speed limit in Idaho became 75 miles per hour (mph) on interstate highways and 65 mph on other routes on May 1, staff has prepared speed limit recommendations for all state routes. Several highway sections have been reevaluated and speed limit changes proposed accordingly.

Member Smith made a motion, seconded by Member McClure, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, by virtue of Section 49-201(4), Idaho Code, the Idaho
TB96-78 Transportation Board may, upon the basis of an engineering and traffic

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investigation, determine and declare a reasonable and safe maximum speed limit at any intersection or other place or upon any part of the state highway or interstate highway system, not exceeding a maximum limit of seventy (75) miles per hour on interstate highways and sixty-five (65) miles per hour on state highways; and

WHEREAS, based upon engineering and traffic investigations, the portions of routes indicated on Exhibit 173, which is made a part hereof with like effect, have been recommended by Idaho Transportation Department staff for speed limit changes.

NOW THEREFORE BE IT RESOLVED, that it is hereby determined and declared that the maximum speed limits designated in Exhibit 173, over and upon the portions of the State Highway System described in Exhibit 173, be and hereby are the reasonable and safe maximum speed limits thereon and shall henceforth be effective at all times during the hours of daylight and darkness.

25 MPH Speed Limit Zones on the State Highway System. Traffic Engineer Greg Laragan provided a history of establishing speed limits on state highways in urban areas. Since 1953 the basic maximum speed limit on any highway in an urban district has been 35 mph. However, the Department has the authority to either reduce or increase the speed limit on the state highway system below or above 35 mph when the true reasonable or safe speed limit is determined on the basis of an engineering or traffic investigation. Local authorities have also had the authority to lower speed limits in urban districts within their respective jurisdictions when supported by an engineering or traffic investigation. This required approval of the Department on the state highway system.

In 1991, Idaho Code was changed to give local authorities the power to set the speed limit less than 35 mph within urban districts based solely upon the residential character of the neighborhood abutting the highway. Although an engineering or traffic investigation was no longer required to support reduced speed limits in these areas, ITD approval was still required on the state highway system. An ambiguity between sections of Idaho Code was discovered in 1995 and resolved in the 1996 legislature when state highways were excluded from the definition of an urban district.

Because speed limit reductions on the state highway system require approval of ITD, this has sometimes resulted in a conflict between a city's desire for reduced speeds and ITD's desire for reasonable and safe speeds based upon engineering studies. Local communities are looking for greater control over speed limits on the state highways going through their towns. During the first two years of LHTAC's existence, Administrator Haynes said the most common issue from the locals is the reduction of speed limits in their communities. He concurs that engineering studies should be the deciding factor, but reiterated that it is a big concern to locals.

Meeting with Governor Batt. Chairman Winder welcomed Governor Batt to the meeting.

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The Governor congratulated the Department for the savings it realized in FY96 and for putting additional funds towards highway projects. He encouraged ITD to look for additional efficiency measures. The Governor also suggested a press conference on all of the construction activities occurring statewide.

When questioned on the St. Maries road slide due to the flood earlier this year, Director Bower responded that work has been slow on this project. The new design will be environmentally acceptable and work should start next summer. He also reported that the dike will be repaired through EDA funds, and emergency relief funds in the amount of \$3.2 million from Federal Highways have been approved to build the road to standard. Director Bower also provided an update on funding for the other flood projects.

Due to insufficient funds, Amtrak is considering eliminating the Pioneer route, which provides passenger rail service in southern Idaho. The use of CMAQ funds as temporary support for Amtrak is being deliberated. Idaho's share would be approximately \$3 million annually, according to Director Bower. Member Smith reiterated that ridership has been declining over the years. If the service is no longer practical or efficient, Governor Batt does not believe it should keep operating.

Other topics discussed were the Blacks Creek slide, the V1 Oil case, the efficiency measures that have been implemented, the conclusion of the Intermodal Commercial Freight Task Force, upcoming ground-breaking and ribbon-cutting ceremonies, and proposed legislation.

The Board members thanked the Governor for his support and attendance at the meeting.

Executive Session on Legal and Personnel Issues, Sections 67-2345(f), and 67-245(h), Idaho Code. At 4:30 PM, Member Smith made a motion, seconded by Member Miller, to meet in executive session to discuss legal and personnel issues with Deputy Attorney General Parry. The motion passed unanimously.

The Board came out of executive session at 5:25 PM. No decisions were made.

WHEREUPON the Board meeting recessed at 5:25 p.m.

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The Transportation Board meeting reconvened at 8:00 AM at the Transportation Department in Boise on Friday, September 27. All members were present except Member Miller. Chairman Winder welcomed Representative Bivens to the meeting.

Update on Public Transportation Needs Assessment. Sonna Lynn Lewis, Public Transportation Senior Planner, provided a status of the public transportation needs assessment

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study. The statewide telephone survey, legislator survey, and public provider survey have all been completed. The calendar of events was reviewed, which includes the final draft of needs assessment and economic benefits analysis study to be presented to the Board at its December meeting. Public Transportation Administrator Falkner reported on the potential pilot project to have Federal Transit Administration representation in the FHWA Office in Boise.

Financial Statement. Deputy Director (DDIR) Bumsted summarized the financial reports for the Department as of August 31. The Department is trying to manage its cash balance better and has targeted \$3 million as the amount to keep in the account. To date, the revenues are right on track of the projections, according to DDIR Bumsted. He also reported that the Department is tracking its inventories and reviewed those figures by District as well as by commodity. Director Bower added that all federal funds were obligated for FY96.

Tour of Offices. The Board members toured the Roadway Design, Environmental, and Highway Programming Sections and visited with employees.

Employee Service Awards. The Board participated in the employee service awards. Members Combo and Smith both received their five-year service pins.

Management Initiatives. A vacancy in the Human Resource Development (HRD) Section and a refocus of the section's priorities resulted in a thorough analysis of all human resource services. The Human Resource Service (HRS) Section was merged with HRD, resulting in the elimination of the HRD manager position. The HRS manager will manage the new section, Human Resource Services. The full-time senior secretary position will be reviewed and possibly reclassified down to a secretary, allowing the HRS clerical specialist to assume some duties now assigned to sections and districts, which will improve their efficiency. The new HRD unit will consist of two organizational development specialists and two technical trainers. Chief of Administration Transtrum reported this new organization will facilitate better service delivery, better focus on organizational goals, a reduction in staff, and the elimination of a section.

Quality control/quality assurance (QC/QA) involves contractor testing and a fewer number of tests by the owner to check the contractor quality control procedures. In addition, independent assurance testing is done which consists of observation of the operator performing the test procedures along with duplicate sampling to check equipment calibration. Currently, ITD does combined process control and assurance testing, according to CE Ross, however a version of statistical Quality Control specifications that can be used as the basis to begin work with the QC/QA process has been implemented. ITD is working closely with Oregon and Washington in a joint effort to establish regionwide training standards for inspection and testing. A task force will be established to guide the implementation of QC/QA in Idaho. The Department operates with a minimum number of full-time personnel on construction while utilizing substantial numbers of temporary employees. The implementation of QC/QA will reduce the requirement for temporary help but the chances of reducing full-time staff are minimal.

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The number of traffic signals maintained by ITD has increased over the years, with 23% of the total signals maintained by the Department. Because traffic signals are needed for both safety and efficiency, it is critical that they are properly maintained and regularly fine-tuned for optimum operation. Several jurisdictions, including ITD, have signal maintenance performed by contract. Although the Department's traffic signal maintenance costs are in the upper mid-range of average costs for Idaho jurisdictions, they are reasonable when considering geographic coverage and level of service provided, and they are well within the cost ranges presented in several national studies.

Each District should investigate the possibility of privatizing maintenance of building electrical systems, because this type of service is much more likely to be available by contract than signal maintenance. Freedom from responsibility for buildings could lead to some reductions in complement, but in any case would allow ITD electricians to be more efficient and comprehensive at maintaining signals. The Signal Shop should continue to give signal equipment suppliers more responsibility for quality assurance and should investigate ways to simplify cabinet setup and transfer more of the responsibility to field crews. This could lead to the reduction of one position in the Signal Shop within two years. (This position has already been eliminated.)

A third area CE Ross reported on is partnering with counties. Sharing responsibilities and facilities with local entities have been suggested, including sharing buildings and stockpiles, and sweeping and vegetation management. This measure was considered to reduce costs by eliminating duplication of certain efforts.

Currently some limited sharing of activities such as vegetation management, snowplowing, and sweeping in isolated instances where feasible is occurring. Also, some buildings are shared with other agencies such as the Idaho State Police, Bureau of Communications, and Bureau of Disaster Services in cases where the space is available. In most cases, however, such sharing does not appear to be feasible or cost effective as a general rule for a variety of reasons. Problems with accountability, efficiency, and available space at maintenance sites make the sharing of resources less attractive. For instance, ITD and the county jurisdictions have located their facilities strategically in order to maximize the efficiency of their respective operations. Because these locations do not normally coincide, efficiency could be reduced by sharing locations.

For snowplowing and sanding, while one agency may travel the roads under the jurisdiction of another agency, normally it is only for a short distance, not the entire distance which needs to be plowed or sanded. Also, it may be several hours before a return trip is possible, therefore, it is seldom effective to share responsibilities in those cases.

In general, ITD and the local agencies cooperate with each other in maintaining highways. However, the potential for partnering with these agencies in certain instances could be increased. As new facilities are being planned by ITD, it should be a standard practice to evaluate the potential for partnering with other highway agencies.

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DDIR Bumsted said the review of Department activities to increase efficiency began approximately one year ago. Work has commenced on 42 of the 46 efficiency measures identified originally. At this time, 28 positions have been identified for elimination with an annual savings of approximately \$1 million. After the new financial management system is completely operational, additional savings will be realized.

The Board thanked staff for the efforts in this area and encouraged the Department to continue looking for ways to be more efficient.

Delegation - Boise Area Chamber of Commerce. The Board members, Secretary Higgins, Director Bower, CE Ross, and DE3 LeRoy Meyer met with the Boise Area Chamber of Commerce during lunch. Nancy Vannorsdel, Chamber Chair, welcomed the Board members to the meeting, and thanked them for funding projects in the area. She emphasized the Chamber's support for the Wye interchange project on I-84/I-184, and also reported that the additional widening of I-84 and a Five Mile interchange on I-84 are top priorities.

Chairman Winder reported on the APA's recent recognition as the top metropolitan planning organization in the United States. He emphasized the excellent working relationship ITD has established with local groups such as APA and the Ada County Highway District. He asked for the Chamber's assistance by contacting local law enforcement to encourage the enforcement of speed limits, particularly on I-184.

Director Bower emphasized the great cooperation from a number of entities to make the I-84, Isaac's Canyon interchange project a reality. It was a good team effort and an excellent public/private partnering project. Jay Clemens, Chamber President and CEO, added that ITD's response was tremendous and that there is a critical need for that project.

Other issues discussed include the 1% initiative, the reauthorization of ISTEA, and Amtrak. When asked what the pressure points are throughout the state, Vice Chairman Mitchell responded that growth is the biggest problem statewide. Chairman Winder concluded by thanking the Chamber representatives for the meeting and offering the Department's assistance on transportation issues.

Delegation - Idaho Manufactured Housing Association (IMHA). Gub Mix, Executive Director, IMHA, said the demand for 16' wide manufactured homes has increased and only five states west of the Mississippi River do not allow for the movement of these homes on their own axles. Idaho has a number of manufacturers in the state and the allowance of this movement would be an economic boost to the state. He requested the Board consider a rule change to allow 16' wide movement of manufactured homes in Idaho on a units' own wheels, axles, and tires.

Bill Starnel of Barrett Mobile Transport, said this movement would result in less axle problems and less tire problems, and it is safer. More training is required for their drivers. Sid Burgess, Western Mobile Transport, reported that the movement of manufactured homes is one

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of the safest. This industry is very concerned with safety and only qualified drivers are used. Mr. Starnel added that the current use of low-boys for the movement of these homes is not as safe because the low boy is not as steady and because of the loading and unloading factors. Fred Brown with Brown's Mobile Transport added that overpasses can be a problem with low-boys, whereas these homes, transported on their own axles, wouldn't be as high.

Member Combo made a motion to authorize staff to work with the industry to review the conditions of and requirements for, and to prepare a draft rule to allow for the movement of 16' wide manufactured homes on a units' own wheels, axles, and tires. Vice Chairman Mitchell seconded the motion and it passed unopposed.

Condemnation, Parcel 24, Project NHF-3271(052), District 3. Member McHugh made a motion, seconded by Member McClure, to approve the following resolution:

RES. NO. WHEREAS, the Transportation Board has authorized the condemnation of Parcel
TB96-79 24, project NHF-3271(052); and

WHEREAS, a condemnation action on this parcel has been filed in Ada County District Court; and

WHEREAS, the Transportation Department and the property owner have agreed to a stipulation of possession to allow the project to go to construction.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the stipulation of possession and authorizes the payment of \$985,000 to the Clerk of the Court.

The motion passed four to one with Member Smith opposing.

Cole/Overland Temporary Bridge Failure, I-84, District 3. In June, the temporary detour west bridge on the Cole/Overland Interchange project was closed to the traveling public. Within an hour of its closure, the north abutment to the bridge failed. Within 48 hours, the Department ordered the east temporary bridge to be closed. It, along with the temporary west bridge, were removed and traffic was diverted ahead of schedule onto the permanent Cole/Overland bridge.

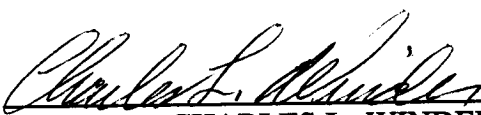
A complete and thorough investigation was conducted by ITD staff and independently by an outside consultant. These reviews, performed under the direction of the Department's lead Deputy Attorney General, were to determine the cause of the failure in anticipation of a contract claim by the general contractor on the project and to determine whether proper procedures were followed by ITD in the design review and construction inspection of the temporary detours. DAG Parry reported that the general contractor has informally put ITD on notice of its intent to file a claim for additional compensation.

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The failure of the north abutment of the west temporary bridge can be attributed to a multitude of factors. The Department is taking corrective measures to ensure that this type of problem does not occur in the future and is investigating its potential remedies, if any, against the responsible parties.

November Meeting Date. Member McHugh made a motion to change the November Board meeting dates to November 21 and 22. Member McClure seconded the motion. The motion failed on a 2-3 vote. The November meeting will be held on the 14th and 15th.

WHEREUPON, the regular monthly Board meeting officially adjourned at 2:00 PM.



CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
October 11, 1996
Idaho Falls, Idaho

September 27, 1996

REGULAR MEETING AND DISTRICT SIX TOUR OF THE IDAHO TRANSPORTATION BOARD

October 10-11, 1996

The Board meeting and District Six Board tour officially began in Idaho Falls at 7:45 AM on Thursday, October 10, 1996. The following principals were present:

Chuck Winder, Chairman
 John McHugh, Member - District 1
 Monte C. McClure, Member - District 3
 Leon E. Smith, Jr., Member - District 4
 Neil Miller, Member - District 5
 John X. Combo, Member - District 6
 Sue S. Higgins, Secretary to the Board
 Dwight Bower, Director
 Jim Ross, Chief Engineer
 Jim Richard, District Six Engineer
 Ed Bala, Assistant District Six Engineer

The group boarded a bus provided by Community and Rural Transportation, Inc. (CART) and traveled to the Idaho Falls maintenance shed. After touring the facilities and visiting with employees, the group met with Idaho State Police (ISP) Lieutenant Bunderson and Sergeant Johnson at the ISP Headquarters in Idaho Falls. Lieutenant Bunderson believes it is too early to identify the impacts of the increased speed limits, although he has noticed that accident injuries are more severe. He expressed concern with US-26 from Beaches Corner to Ririe because of the numerous private driveways and angular intersections. Although a number of accidents have occurred along this stretch, he did not have data indicating the accidents were speed related.

Chairman Winder stated the Board supports increased speeding penalties and will be looking at the point system. Member Smith briefed the officers on the proposed drivers license suspension legislation. Lieutenant Bunderson expressed concern with the wording which authorizes one breath test while the Department of Law Enforcement's policy requires two breath samples per test. A copy of the proposed legislation will be provided to the officers and staff will contact them on this issue.

The Board traveled to the Idaho Falls Airport and toured the Aeromark facilities with Aeronautics Advisory Board (AAB) Member Robert Hoff. AAB Member Hoff reported on the fixed base operations in the area and mentioned the steady growth in the air freight business.

From Aeromark the group went to the airport terminal and met with Idaho Falls Airport Director Jim Thorsen. Mr. Thorsen explained some of the activities at the airport. In

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addition to accommodating commercial flights and air ambulances, the facility hosts testing and air shows, and is a designated emergency landing site. He mentioned some recently-completed and current projects. The airport recently received an award from the Federal Aviation Administration for the completion of its master plan.

While traveling US-20 east to the District Office in Rigby, the Johns Hole Bridge over I-15 was viewed and the problems with traffic backing onto the interstate were explained. Staff also summarized the US-20 corridor study in progress. At the office, DE Richard reported on activities in the District, provided statistics on the District, and showed a video on the new CRABS process. This Cement Recycled Asphalt Base Stabilization process involves pulverizing the existing roadway surface down to the gravel base, adding portland cement, and then overlaying the road. This is an economical way to achieve new construction results for the price of resurfacing.

At the American Association of State Highway and Transportation Officials (AASHTO) meeting last week, CE Ross received a letter from Leon Whitman, FHWA Region 10 Administrator, and Jack Coe, FHWA Division Administrator, recognizing the quality control/quality assurance efforts of District 6. He commended staff for its work in this area.

Draft Legislation for 1997. The legislative idea concerning Driver's License Suspensions was held until this time due to the ongoing legal review of several issues concerning this legislation. As a result of the Driver's License Suspension Committee, two bills were drafted to cover drivers' license suspension issues. One piece of legislation is related to driving under the influence while the other bill does not address DUI. Office of Highway Safety Manager (HSM) Marie Bishop said the legislation is revenue neutral. The specified funds are to be used to cover the costs of the program. She added that a lot of outside entities worked together on this proposal.

The Board members thanked HSM Bishop for the information and said they will act on the legislation tomorrow. (See later minute entry.)

ADE Bala left the group at this time and Project Development Engineer Dave Jones joined the group. The tour continued east on US-20 to St. Anthony.

Delegation - Sugar City Officials. Sugar City Mayor Roy Hill, Senator Robert Lee, Representative Golden Linford, and Representative JoAn Wood joined the Board for a luncheon meeting. Mayor Hill explained a new proposal to provide better access to US-20 from Sugar City. Center Street would be extended to the highway at an angle, so it won't dissect the agricultural land and would bypass the proposed housing development, then access US-20 with a partial interchange. The proposal also calls for improving Railroad Avenue, making that road the main city street and removing traffic from the current residential thoroughfare. Mayor Hill added that the residents of Salem also favor this option.

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Representative Linford reiterated the urgency of this proposal because the proposed development is on hold until a decision is made on the Center Street project. Senator Lee added that funds are currently available from the Department of Commerce for this project.

ITD currently has a US-20 grade separation project scheduled in FY2000, according to DE Richard. A public hearing will be held in 1997 and all alternatives will be studied. Chairman Winder said staff will review the new proposal, particularly the partial interchange and its impacts to SH-33 and the planned interchange at that location. Director Bower said historically FHWA opposes partial interchanges because of safety issues. Because this proposal requires another railroad crossing, he added that discussions will need to be held with the railroad company before public hearings are held.

Senator Lee said safety, especially for school buses carrying children, is the biggest concern and the project should be accelerated. Mayor Hill added that some school buses travel south to the Rexburg interchange to avoid the current at-grade crossing. Although this route is safer, it is more expensive and time-consuming. Senator Lee believes US-20 north of Chester should also be a four-lane highway. If funds are not available for that expansion, he asked if it could be a toll road. Member Smith said ITD studied the feasibility of toll roads several years ago and concluded that the traffic volumes in Idaho are too low to warrant toll roads.

Representative Linford commented on the impact the recent increase in fuel tax has had. He said a lot of construction activity is occurring throughout the state, and added that he traveled extensively this summer and Idaho has some of the best roads. The delegation thanked the Board members for their time and for visiting the area.

Representative Wood continued the tour on US-20 east with the Board. After viewing the Ashton bridge site, the group traveled US-20 and the Mesa Falls Scenic Byway. Public Lands discretionary funds have been applied for a project to widen and resurface this byway in FY97. If those funds are not approved, the project will be scheduled in FY98 in the Forest Highway Program. The Board stopped at the Big Falls Inn, which is scheduled for restoration in FY97 as an Enhancement project.

The group traveled SH-47 south, US-20 west, and SH-33 south to the Sage Junction Port of Entry. After viewing the facilities and visiting with employees, the Board returned to Idaho Falls via I-15 south.

WHEREUPON the Board meeting recessed at 5:00 p.m.

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The Transportation Board meeting reconvened at 8:00 AM on Friday, October 11 in the City Electric Building in Idaho Falls. All members were present except Vice Chairman Mitchell.

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September 25-27, 1996 Board Minutes. Member McHugh made a motion to approve the minutes of the Board meeting held on September 25-27, 1996, as corrected. Member Combo seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
November 14-15, 1996 - Boise
December 19-20, 1996 - Boise

Chairman Winder welcomed Representative Jack Barraclough to the meeting.

Consent Calendar. Member Smith made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves
TB96-80 the following items on the consent calendar: administrative settlements of right-of-way acquisitions report; contract awards; summary of pending legal cases; certification of revenue and disbursements; and professional agreements report.

1) Administrative settlements of right-of-way acquisitions. A quarterly report for the period July 1 through September 30 for administrative settlements approved by the Right-of-Way Section was reviewed. During the quarter, 86 parcels were processed, 14 of which had administrative settlements, or 16%.

2) Contract Awards. The Board acknowledged action of the Roadway Design Engineer in accordance with Board Policy B-04-01 on the following construction bids:

BLDG-18201 and BLDG-18202, keys 4808 and 5184 - Cedars Maintenance Building and Cedars Sand Shed, Kootenai County, District 1. Low bidder: Adair Company, Inc., Post Falls, Idaho - \$334,367.00.

ST-3230(600), key 5903 - Intersection Chinden Boulevard and Glenwood Street, Garden City, Ada County, District 3. Low bidder: Central Paving Company, Inc., Boise, Idaho - \$1,000,501.54.

ST-2790(606), key 6447 - Rupert to Acequia, SH-24, Minidoka County, District 4. Low bidder: Gordon Paving Company, Inc., Burley, Idaho - \$318,004.50.

STP-0300(105), key 5560 - Portneuf River Greenway, Pocatello, Bannock County, District 5. Low bidder: Afftrex LTD, Blackfoot, Idaho - \$333,149.13.

STP-6830(100), key 5772 - Driggs to Victor Bike Path, SH-33, Teton County, District 6. Low bidder: Beco Construction Company, Inc., Idaho Falls, Idaho - \$532,284.94.

3) Summary of pending legal cases.

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4) Certification of revenue and disbursements from July 1, 1995 through June 30, 1996, as shown in Exhibit 174 which is made a part hereof with like effect.

5) Professional agreements reports. Payments for engineering consultant agreements amounted to \$101,382.01 during September 1996 and general consultant agreements equalled \$14,598.00 for a grand total of \$115,980.01.

Condemnation of Parcel 33, NH-F-2391(055), Key 1045, US-30/93, District 4. Member McHugh made a motion to authorize condemnation of parcel 33, project NH-F-2391(055), key 1045 and execute an order of condemnation. Member Combo seconded the motion and it passed four to zero. Member Smith abstained due to a conflict of interest.

Administrative Settlement Authority, Parcel 46, Project NH-F-3271(037), Key 2793, SH-55, District 3. This project will widen Eagle Road between Fairview Avenue and the city of Eagle from two lanes to four with center turn lanes and signalized intersections. Parcel 46 is a 74-acre parcel being developed with a single family residential subdivision. The land needed for the project is 4.4 acres plus 1.1 acres for temporary and permanent easements. The land was appraised by an appraiser hired by ITD based on a highest and best use as residential property at \$226,000 in February 1995. In January of 1996 an additional appraisal was received from the land owner, based on a highest and best use of the property for commercial purposes, which is how the portion required is zoned. The fair market value as commercial property is \$412,850. ITD's review appraiser has confirmed that the commercial zoning should be considered in setting the value. Staff requested administrative settlement authority to purchase the needed land at commercial value, a total of \$412,850.

Member Smith questioned the low appraisals the Department has been receiving recently. He believes ITD is paying good money for the appraisals, yet the appraisals don't seem to be good. Staff appears eager to settle at higher values and he wondered if this is to avoid litigation because so few cases seem to go to trial. Member Combo suggested deferring this item until next month when staff can be present to address these concerns.

Member Miller made a motion, seconded by Member McHugh, to table this item until the next meeting. The motion passed unopposed.

Additional Bids. Two separate stockpile bids were more than ten percent over the engineer's estimate, requiring justification. In STKP-3674 and STKP-3657, keys 6165 and 5234 - Horseshoe Bend and Emmett Stockpiles, Boise and Gem Counties, District 3, the item of major difference was the production of anti-skid material. The engineer's estimate was based on a source being used in Emmett and the bidders are hauling material from Boise. The added haul raised the cost beyond the District's estimate. Staff recommends rejecting all bids and looking at alternative methods for purchasing this material.

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The engineer's estimate for project STKP-6737, key 6129 - Island Park Yard, Fremont County, District 6 was based on the Average Unit Price Report for District Six State Maintenance projects and past bidding history. In no cases do the bid prices compare well with the engineer's estimate, although the engineer's estimate may have underestimated the costs associated with work in a remote part of the District. Staff has examined the plans and specifications and can find no fault with the plans that would lead to a large oversight for which a contractor may take advantage of. The District desires to delay the work under this project until FY98 and companion the project with other stockpile projects in that year in hopes of obtaining better prices.

Member McClure asked why there was a large discrepancy between the two engineer's estimates and the bids. CE Ross believes the November delivery was too restrictive, increasing the contractor's costs. In response to Member McClure's question if ITD knows in February or March how much material will be needed, CE Ross said yes, but staff wanted to make sure adequate funds were available for the material, thus waiting until this time to advertise the projects. Member McClure suggested advertising stockpile projects in a more timely manner in the future.

Member McClure made a motion to accept staff's recommendations to reject the awards on projects STKP-3674 and STKP-3657, keys 6165 and 5234, and STKP-6737, key 6129. Member Combo seconded the motion and it passed unanimously.

Draft Legislation for 1997. Member Smith and Member Combo both discussed the proposed legislation on drivers license suspensions extensively with HSM Bishop. Member Smith supports the proposed legislation with the caveat that HSM Bishop discuss the breath test procedures with Lieutenant Bunderson and considers language to assist Law Enforcement with this issue. He added that the review of license suspensions was a huge undertaking and numerous entities worked together on this.

Member McHugh made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Governor's Office has requested that state agencies
TB96-81 submit proposed 1997 legislation to the Division of Financial Management
for review and approval.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board approves submittal of the draft legislation relating to suspension of driver's licenses (except for driving under the influence) and relating to suspension of driver's licenses for driving under the influence of alcohol or other intoxicants to the Division of Financial Management, to be included as part of the Governor's 1997 legislative package, dependent upon subsequent review and approval by the Division of Financial Management.

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Delegation - Judge Linda Cook and Gary Rose, Idaho Traffic Safety Commission. Judge Cook reported that Mr. Rose and she are involved with area activities, apart from the Traffic Safety Commission, including a driver's education program in Spanish in Idaho Falls. The Commission is focusing on driver attitude and behavioral changes because no matter how well the highways are designed and built, people will still have vehicle accidents. Activities include encouraging seat belt usage and child restraints; discouraging driving while impaired; upgrading emergency medical service (EMS) equipment; and funding for video cameras in patrol cars. Because Idaho is a rural state, Mr. Rose added that there is a high dependency on EMS volunteers and the Commission's funding of EMS equipment is important.

Judge Cook recommended extending the membership terms of the commissioners. Mr. Rose concurred with that suggestion as it takes time to become familiar with the activities and charge of the Commission. Both commissioners praised HSM Bishop and her staff for their assistance and work. Mr. Rose expressed appreciation for the opportunity to serve on the Commission. He questioned the impacts of the increased speed limit, and Member Smith said it is too early for a conclusive report. Mr. Rose said he thought the number and severity of accidents would definitely increase, but has not noticed those results yet.

Chairman Winder thanked them for the report and for their service on the Idaho Traffic Safety Commission. Member Combo extended his appreciation for their efforts and dedication to improving highway safety.

Chairman Winder welcomed Representative Wood to the meeting.

Delegation - City of Idaho Falls Officials. Idaho Falls Mayor Linda Milam reported that the Bonneville Metropolitan Planning Organization's (BMPO) bike plan was adopted a few years ago and implementation of the plan has been started. She provided an update on projects at the airport and infrastructure work along the river for the green belt, which is heavily used. With the additional revenue from the recent fuel tax increase, the city will be addressing major road improvements.

The Executive Director of BMPO, Rod Gilchrist, said work is progressing on the long-range transportation plan. The organization is also working with the regional transit authority.

Although BMPO and the Parks Department have more responsibility for the bikeways, Renee' Magee, Assistant Planning Director for the city, briefed the Board on the bike path plan. Several independent groups are raising money for the path. She stressed that better coordination between land use planning and transportation planning is needed. DE Richard introduced the District's Senior Planner, Lance Holstrom, and said Mr. Holstrom is working with the city on planning issues.

Director Bower recognized Representative Wood's vital role in legislation to increase the fuel tax. He added that ITD has committed all of the additional revenue to road resurfacing

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projects this year. Chairman Winder thanked the delegation for their comments.

Delegation - Don Thorp, CART Director. Mr. Thorp thanked the Board members for their support and efforts in the public transportation arena. He relayed some of the activities and needs of CART. To respond to the need for Pocatello to Idaho Falls transportation, Mr. Thorp hopes to establish a van pool route. CART will apply to travel into Wyoming as there is a need for service in the Alta and Jackson areas. Mr. Thorp added that his agency is coordinating service and equipment with other entities.

Chairman Winder thanked Mr. Thorp for his presentation and reiterated the Board's support for public transportation in the state.

Delegation - Basil Barna, Lockheed Idaho. Mr. Barna stated the Idaho Transportation Consortium, comprised of ITD, FHWA, Idaho National Engineering Laboratory (INEL), and the University of Idaho, was established to coordinate resources, serve the state's transportation needs, and help develop each organization and Idaho's economy. Recent accomplishments of the Consortium include initiation of a major new commercial vehicle safety project, initiation of a composite bridge test project, increased communication and cooperation, submittal of a joint Idaho-Utah-INEL commercial vehicle information systems network proposal, and a potential proposal to the US Department of Transportation (DOT) on advanced technology for rural transportation safety and efficiency.

Mr. Barna said the full potential of the partnership has not been realized yet, partly because of the group's lack of high level visibility. He emphasized the importance of partnerships and hopes the Consortium's services will be fully utilized.

Director Bower said the INEL is an excellent resource and he appreciates their partnership and the good working relationship that has been established. Chairman Winder thanked Mr. Barna for the update on the Idaho Transportation Consortium's activities and also for his assistance with the Task Force on Intermodal Commercial Freight.

Board Items. Member McClure attended the AASHTO meeting in New York earlier this month. The main topic at the meetings he attended was the reauthorization of ISTEA. Because states vary greatly on language to be included in the new act, Member McClure believes a lot of issues will need to be compromised.

Member Miller questioned the need for various account numbers and stickers for trucks. One number is needed for the International Fuel Tax Agreement he said while the US DOT requires another number, which no governmental agency uses. ITD and the International Registration Program each require separate numbers. He asked why the US DOT number can't be used.

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Director's Items. Director Bower also reported on the AASHTO conference and discussions on reauthorization. The five-state coalition should have draft legislation on the new transportation act by the end of this year and hopes one or more of the group's senators will consider introducing the legislation, which may result in some influence on the outcome. The WASHTO Board of directors also met in New York to discuss this issue and passed a resolution and policy statement for the reauthorization of ISTEA. In a meeting with Jane Garvey, Deputy Administrator of FHWA, Director Bower discussed the reauthorization, the applications for discretionary funds for the Wye Interchange and Mesa Falls projects, and the Department's activities with quality control/quality assurance.

The Port of Entry Interim Committee cancelled its meeting for next week, according to Director Bower.

Cole/Overland Interchange Construction Consultant Design Series, I-84, NH-IM-IR-84-2(001)50, Key 2521, District 3. Originally, an estimated amount of \$300,000 was approved to allow for necessary engineering services by the design consultant during construction on the Cole/Overland project. This estimate was only based on the size of the project and the funds are contingent upon a need for consulting. During the course of the project, the unanticipated utility delay, added consultant cost for traffic phasing, structural review of contractors' bridge problems, resequencing of work along with major change orders and acceleration have resulted in the originally estimated funds for construction consultant engineering being expended.

Member Combo made a motion, seconded by Member McHugh, to approve the following resolution:

RES. NO. WHEREAS, the amount of available funds for construction consulting engineering
TB96-82 have been expended; and

WHEREAS, possible need for consulting will continue until final completion; and

WHEREAS, the project has still to be completed and as-built plans need to be completed by the consultant; and

WHEREAS, the work to be performed by the consultant is essential to timely, cost effective engineering assistance during construction; and

WHEREAS, the consultant performed well in this circumstance to the present time.

NOW THEREFORE BE IT RESOLVED, that the supplemental consultant agreement in the amount of \$50,000 is approved for project NH-IM-IR-84-2(001),50, Cole/Overland interchange in Boise.

Chairman Winder asked if the work has already been done. CE Ross was not sure, but thought the work may be in progress. Chairman Winder questioned the Department's procedures

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and suggested acquiring approval for the additional work before the work commences. He asked staff to look at the implementation process. CE Ross concurred with that suggestion and added that work on change orders sometimes occurs before approval is obtained.

The motion passed unopposed.

Management Initiatives. The Traffic Section performed an evaluation of the signing activities for possible privatization, along with a review for possible downsizing or restructuring of the central sign fabrication shop. Not only was cost considered, according to CE Ross, but major factors such as risk and liability, quality of service and responsiveness, and the quality of the product were also evaluated. The study concluded that continuing to implement the plan of restructuring the central sign fabrication shop to improve the fabrication efficiency and produce high intensity signs for longer life and increased safety to be the best option with a benefit cost ratio of nearly three to one over privatization. The restructuring sign fabrication option together with maintaining the current sign installation program in the districts results in a nearly nine to one benefit cost ratio over privatization. This study also identified several programs involving signs such as Adopt-A-Highway, Tourist Oriented Directional Signs, and signs requested by other agencies that could be privatized. One full-time equivalent position has been eliminated. CE Ross added that at the recent AASHTO meeting, one state reported that it had eliminated its sign fabrication and now has difficulty obtaining signs in emergency situations and the signs are more expensive.

Staff reviewed the effectiveness of turning vehicle maintenance over to the private sector. Work such as front end alignments, windshield replacements, auto body repair, and painting are already being privatized. The Maintenance Section has taken the responsibility to ensure that all activities that can be performed by the private sector at a cost cheaper than being performed in house have been privatized. The work currently being performed by the Headquarters Garage would increase in cost by an estimated 100% if done by private shops.

The Department's shop rate is between \$9 and \$31 an hour less than private shops, and is able to purchase all repair parts at a substantial discount. Additionally, it is not felt that private enterprise can provide repairs in the time frame required to meet ITD's needs. Another consideration is the savings to other state agencies by servicing their vehicles at ITD. The report concluded that the Headquarters Garage operation should not be privatized because privatization would lead to higher costs, and reduced levels of service, however, two mechanic positions will be eliminated.

Lastly, CE Ross reported on the study on the utilization of the Department's sedans. Employees are being encouraged to use their personal vehicles for local travel. A reduction of 20 vehicles was recommended while still maintaining an adequate motor pool complement to meet ITD's needs.

The Board thanked CE Ross for the report and for the efficiency measures being undertaken.

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Representative Wood reported that the Multi-state Highway Transportation Association, of which she is a member, developed a position statement on the reauthorization of ISTEA, and presented it to the American Legislative Exchange Council meeting. More than 60% of the states were represented at this meeting, and the Council passed a resolution regarding the reauthorization. Representative Wood would like to work with the five-state coalition on this issue, and hopes Idaho will have an impact on reauthorization legislation.

Chairman Winder thanked the representative for taking time to tour with the Board and attending the meeting. He also expressed appreciation for the support she has provided to the Department. He emphasized the efficiency measures that are being implemented and said significant changes are being made at the Department. The additional fuel tax revenue is being spent to improve the highways and Chairman Winder thanked Representative Wood for her assistance with that legislation.

Representative Wood said she will emphasize the changes taking place at ITD and what the Department is doing with the additional revenue to the Interim Committee and other legislators. She concurred that ITD is doing what it was requested to do and she is satisfied with the response. She concluded by expressing satisfaction with the good interaction she has with the Board and Department, and said she enjoyed participating in yesterday's tour.

Executive Session on Legal and Personnel Issues, Sections 67-2345(f), and 67-245(b), Idaho Code. At 11:45 AM, Member Smith made a motion, seconded by Member Combo, to meet in executive session to discuss legal and personnel issues. The motion passed unanimously.

The Board came out of executive session at 1:15 PM. No decisions were made.

Delegation - Dana Hofstetter, North Eagle Rural Preservation Association. Ms. Hofstetter thanked the Board members for the opportunity to address them. She encouraged the Board to approve a frontage road and tunnel as part of the SH-55 realignment project north of SH-44 (project F-3271(52), key 3758). She believes that would help preserve the rural lifestyle the area currently enjoys. Ms. Hofstetter described the numerous equestrian/bicycle/pedestrian paths in the area and the recent announcements of an 80-acre park and a 4-H riding facility off of SH-55. Safety of those utilizing the paths and traveling to the park and riding facility are a big concern because the four-lane highway will carry fast-moving traffic. She said installing a tunnel under SH-55 now would be cheaper than building it later.

The proposed frontage road, connecting Beacon Light, Brookside Lane, and Bogus Ridge with SH-55, has several advantages, according to Ms. Hofstetter. The benefits include eliminating one access; providing a safer route; improving sight distance; allowing for the connection to the park, path, and riding facilities; and consistency with Eagle's comprehensive plan.

Delegation - Lloyd Campbell, Property Owner Adjacent to SH-55 Realignment Project, E-3271(52). Mr. Campbell said he is affected the most by the realignment of SH-55 project

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and especially by the new proposal for a frontage road and tunnel. He has worked with ITD for several years on the realignment plans before he built a gas station along SH-55. Mr. Campbell expressed opposition to the proposed frontage road and tunnel. The tunnel would be in front of his home and he believes the tunnel will be unsafe and invite crime.

Mr. Campbell advocated proceeding with a traffic signal at the intersection close to this location. The realignment project includes placing conduit for a future signal. Although the county provided land for a new park, Mr. Campbell said there are no funds to build the park and no water available for it. He encouraged the Board to stay with its original plans for the realignment of SH-55.

Chairman Winder thanked both speakers for the input and stated no decision would be made today. The Board took the comments under advisement and directed staff to continue working with the appropriate agencies on the tunnel and frontage road proposal. The Board also asked staff not to award the contract until after the December Board meeting.

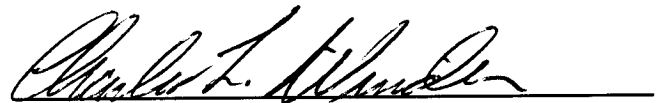
Additional Board Item. Yesterday Mr. Jones related some concerns with the long time period for the contractor to complete the overpass project south of Idaho Falls. The Board members believe that was a big inconvenience, and consideration to the travelling public needs to be given a higher priority.

Member Miller made a motion, seconded by Member Smith, to include public convenience in the Department's mission statement. To some extent the incentives/disincentives incorporated into contracts address this concern, and Chairman Winder asked for a presentation on some of these methods being utilized. Director Bower added the development and implementation of traffic control plans, with emphasis on safety and public convenience, are now an integral part of construction projects. The motion passed unanimously.

Executive Session on Legal and Personnel Issues, Sections 67-2345(f), and 67-245(b), Idaho Code. At 1:55 PM, Member Smith made a motion, seconded by Member McHugh, to meet in executive session to discuss legal and personnel issues. The motion passed unanimously.

The Board came out of executive session at 2:40 PM. No decisions were made.

WHEREUPON, the regular monthly Board meeting and tour of District Six officially adjourned at 2:40 PM.



CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
November 14, 1996
Boise, Idaho

October 11, 1996

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REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 14-15, 1996

The regular session of the Transportation Board meeting convened at 8:00 AM on November 14, in Boise, Idaho at the Transportation Department. The following principals were present:

Chuck Winder, Chairman
 Mike P. Mitchell, Vice Chairman - District 2
 John McHugh, Member - District 1
 Monte C. McClure, Member - District 3
 Leon E. Smith, Jr., Member - District 4
 Neil Miller, Member - District 5
 John X. Combo, Member - District 6
 Sue S. Higgins, Secretary to the Board
 Dwight Bower, Director
 Jim Ross, Chief Engineer
 Steve Parry, Deputy Attorney General

October 10-11, 1996 Board Minutes. Member McHugh made a motion to approve the minutes of the Board meeting held on October 10-11, 1996 as corrected. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
 December 19-20, 1996 - Boise
 January 21-22, 1997 - Boise
 February 20-21, 1997 - Boise

Consent Calendar. Member Combo made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves
 TB96-83 the following items on the consent calendar: condemnation of parcels 6 and, 27, key 713; supplemental agreement No. 2, IVH-9316(601), key 5627; contract awards; quarterly returned check report; professional agreements report; and Boise City Airport land needs.

1) Authority to condemn, parcels 6 and 27, project NH-F-5116(026), key 713, US-95, District 1.

2) Supplemental agreement number 2, IVH-9316(601), key 5627, I-84, District 4. This Intelligent Transportation System project is a partnership between ITD, FHWA, CH2M-Hill, Boise State University, the University of Idaho, and three suppliers of visibility detection equipment to detect and report low visibility incidents. Because sufficient low visibility storms

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did not occur until the winter of 1995-1996, Phase II of the project, evaluating the effect of the visibility systems and changeable message signs on traffic during storm periods, could not start until this upcoming winter. The supplemental agreement, not to exceed \$46,000, is required to complete the work through December 1997, including daily project management and management of the evaluation team activities, computer system and software maintenance, and management of the steering committee and technical advisory committee activities. No additional federal or state funds will be required because the work will be accomplished within the existing project budget.

3) Contract awards. The Board acknowledged action of the Roadway Design Engineer in accordance with Board Policy B-04-01 on the following construction bids:

ST-5120(615), key 6445 - Dover to Sandpoint, US-2, Bonner County, District 1. Low bidder: Interstate Concrete and Asphalt Company, Sandpoint, Idaho - \$358,246.

STP-90-1(189)7, key 5553 - North Idaho Centennial Trail, Kootenai County, District 1. Low bidder: Contractors Northwest Inc., Coeur d'Alene, Idaho - \$1,212,863.43.

STP-90-1(192)34, key 6320 - Coeur d'Alene to Osburn, I-90, Shoshone and Kootenai Counties, District 1. Low bidder: Frank Gurney Inc., Spokane, Washington - \$411,776.95.

SBID-5704(100), key 5875 - Vanderpool Rest Area, Benewah County, District 1. The low bid was more than ten percent over the engineer's estimate, requiring justification. The vault toilet and area lighting items were high on the lone bid. The engineer's estimate for vault toilet was based on the information provided by the consultant. In accordance with the State/Local Agreement, Benewah County will provide the additional funds to award the project. The District recommends approval to award this project because of the lack of interested bidders.

The Board concurred with staff's recommendation to award the bid. Low bidder: Intermountain Commercial Builders, Inc., Coeur d'Alene, Idaho - \$24,700.

NH-4110(108), key 6289 - Culdesac to Webb Road, US-95, Nez Perce County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$622,455.89.

ER-4110(113) and ER-4110(112), keys 6159 and 6356 - Mission Creek Bridge and Lapwai Creek Bridge Span Replacement, Nez Perce County, District 2. The Low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the Average Unit Price Report with consideration given to the project's size. The District concluded that the bid was high due to the very restrictive time requirements for the Lapwai Creek Bridge span replacement, and it was to have been done in adverse weather conditions. Staff believes there is a potential for savings and for more bidders if the bids are rejected and the project re-advertised. The placement of riprap at Mission

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Creek would need to be removed from the contract and be performed by state forces in order to protect the stream bank from high water conditions.

The Board concurred with staff's recommendation to reject the bids and re-advertise the project.

BRF-4200(101), key 2022 - Kamiah Bridge, Lewis and Idaho Counties, District 2.
Low bidder: D. H. Blattner and Sons, Inc., Avon, Minnesota - \$4,644,298.10.

NH-4110(109), key 6288 - Adams County Line to Riggins, US-95, Idaho County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$1,064,195.46.

BROS-0100(119), key 6013 - Eagle Road Bridge, Ada County, District 3. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$582,885.80.

STP-7643(101), key 5752 - Eckert Road Bike Path, Ada County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the Average Unit Price Report and increased for the small quantities in the project. The items of major difference were mobilization, guard rail, concrete removal, pedestrian/bicycle railing, pile, concrete class 40-A and 40-B, and granular borrow. The District believes that by re-advertising the project and setting a contract start date in mid summer the project would attract more interested bidders and therefore more competitive bids. The sponsor, Ada County Highway District, also recommends re-advertising the project.

The Board concurred with staff's recommendation to reject the bids and re-advertise the project.

ST-2390(655), key 6192 - Jct. I-84 Signals, North of Twin Falls, Twin Falls County, District 4. Low bidder: Shotwell's Inc., Twin Falls, Idaho - \$192,784.44.

BROS-4200(011), key 3271 - Barnes Bridge on Twin Falls Main Canal, Murtaugh, Twin Falls County, District 4. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$236,337.84.

STP-CM-7331(100) - Jefferson and Pine Streets, Pocatello, Bannock County, District 5. The low bid was more than ten percent over the engineer's estimate, requiring justification. A bid review by Roadway Design staff indicates that the engineer's estimate for item 656-A is low. If other recent signal projects' bids for this item would have been used, the low bid for this project would have been 99% of the estimate. Staff recommends awarding this bid.

The Board concurred with staff's recommendation to award this bid. Low bidder: Alliance Electric, Inc., Pocatello, Idaho - \$146,462.25.

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STP-7341(100), key 4797 - Intersection 15th Ave., Clark and Center Streets, Pocatello, Bannock County, District 5. Low bidder: Alliance Electric, Inc., Pocatello, Idaho - \$248,982.

IM-15-3(086)134, key 6229 - Market Lake Canal Bridge, southbound lane, I-15, Bonneville County, District 6. Low bidder: Cannon Builders Inc., Blackfoot, Idaho - \$159,903.81.

STM-6470(616), key 6119 - Bannock Jim Slough to Burton Road, US-20, Madison County, District 6. Low bidder: Multiple Concrete Enterprises, Inc., Layton, Utah - \$305,632.54.

IM-15-3(085)111, key 6216 - Bingham County Line to John's Hole Interchange, I-15, Bonneville County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls - \$239,861.70.

ST-8313(600), key 6184 - Intersection SH-45 and West Iowa Avenue, Nampa, Canyon County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The items of major difference were the traffic signal installation, the landscape repair, and mobilization. In comparing staff's estimate for traffic signal installation to other installations done this year, the engineer's estimate for this work was estimated low. The landscape repair item is a small item, varies from project to project, and was estimated low. The engineer's estimate for mobilization was 1% of the total, but 3% is more reasonable.

The City of Nampa has agreed to pay the increased amount for their share of the project and recommends awarding this contract. This signal is located at a high volume intersection and highly used by elementary aged students from a nearby school. For the safety of the students and the highway users, the District and City believe this project should be constructed as designed.

The Board concurred with staff's recommendation to award this project. Low bidder: Quality Electric, Boise, Idaho - \$99,804.65.

STP-NH-84-2(047)59, key 6178 - Isaac's Canyon Interchange, I-84, Ada County, District 3. The low bid was more than 25% under the engineer's estimate, requiring justification. A review of each item shows the major difference between the engineer's estimate and the low bidder is in excavation and granular sub-base. The engineer's estimate does not take into consideration using excess excavation to supply base and surfacing requirements. A review of the project by the development team does not indicate any serious omissions and the District recommends awarding the project.

The Board concurred with staff's recommendation to award this bid. Low bidder: Steelman-Duff, Inc., Clarkston, Washington - \$5,863,623.98.

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4) Utility hearing for the Idaho Power Company, RRP-4400(100), key 4802, District 3. This project involves the relocation of Pioneer Road to a new crossing of the Union Pacific Railroad Company's main line tracks west of Weiser. To provide a turn lane at the relocated crossing it was necessary that County Road 70 be widened. Idaho Power Company was required to relocate its existing transmission line along County Road 70 to provide a clear zone for the new roadway improvement. A utility hearing was held on May 16, 1996. Subsequent to the hearing, a utility agreement was executed in July between the Weiser Valley Highway District and the Idaho Power Company. The power company acquired its easement from the adjoining property owner in July. Funding for the work was approved by FHWA on August 1 and the power company was advised to proceed with their work on August 1. The utility company completed its work by September 4 and no delays to the contractor were caused by the power company.

5) Quarterly returned check report. A total of \$16,586,140 in checks were received by the Department in the first quarter of FY97. The value of returned checks was \$4,587, or 0.0277%. Of that, a total of \$3,924 was collected for a collection rate of 86%. ITD processed more revenue with a lower percent of returned checks and a greater collection rate this quarter.

6) Professional agreements report. Payments for engineering consultant agreements amounted to \$416,689.33 during October 1996 and general consultant agreements equalled \$59,369.00 for a grand total of \$476,058.33.

7) Boise City Airport land needs. At the June meeting, Boise City Airport Manager John Anderson requested the Board's assistance in obtaining land from the Department of Lands. This land is adjacent to the airport's holdings and is needed for airport expansion. Aeronautics Administrator (AA) Bart Welsh contacted Mr. Anderson and offered assistance. At the present time, the two entities are working on an amicable deal. AA Welsh will continue to monitor the situation and provide assistance as needed.

Additional Bids. ER-4200(113), key 6366 - Boulder Flats, Idaho County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The basis for the engineer's estimate was the Average Unit Price Report. Comparison of the bid to the estimate shows mobilization as the major difference. The District believes that there is a potential for savings and for more bidders if the bids are rejected and the project re-advertised with a completion date for May 30, 1997. One portion of the project, the headwall, would be completed by state forces.

Member McClure asked why this project was advertised late in the year and if this project is related to the floods earlier this year. CE Ross confirmed the project is a result of the flood. Member McClure asked if an informal bid or an emergency bid was considered. CE Ross did not know. Member McClure said there are provisions for emergency work and he believes contractors should perform capital improvement work whenever possible, rather than state forces.

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The Board concurred with staff's recommendation to reject the bids and re-advertise the project.

STKP-1586 and STKP-1587, keys 5615 and 5616 - Priest River, Lamb Creek and Clark Fork, Bonner County, District 1. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on historical bid prices. Staff believes the slightly higher prices are due to the short time frame allowed for completion. It is imperative that the work be done for this winter. An unanticipated scheduling conflict made it impossible for this work to be done by state forces as had been planned earlier; so this contract was prepared and advertised. Although there is a potential for minor savings by readvertisement, it is unacceptable because the sanding material is needed now to maintain the expected level of service on Idaho's highways, therefore, the district recommends approval to award this project.

Member McClure realizes the material is needed now, but believes more time should have been allowed for completion of this project. He questioned the work that was to have been done by state forces and asked if that was to move the material from another site. CE Ross was not sure, but said that was a possibility.

Member McClure made a motion, seconded by Member Combo, and passed unopposed, to approve this bid. Low bidder: Interstate Concrete and Asphalt, Sandpoint, Idaho - \$145,500.

UST-32300, UST-32700, UST-31500, and UST-31400, keys 4952, 6173, 6174, and 4950 - Underground Storage Tanks at New Plymouth, Bruneau, Cambridge, and Council Maintenance Yards; Payette, Owyhee, Washington, and Adams Counties; District 3. Five bids were received with two, including the apparent low bid, rejected due to irregularities. Member McClure asked when the clerical error on the apparent low bid was discovered. DAG Parry responded that the bid was pulled after the bid opening when the company brought their computation sheets, which clearly revealed the error.

Member McClure made a motion to ratify the bid. Low bidder: Leonard Petroleum Equipment, Boise, Idaho - \$122,759.79.

Member Smith questioned the status of bids for the bridge south of Bellevue and the US-93/US-30 interchange projects. Both require irrigation work, necessitating awarding the contracts soon to avoid delaying the projects. CE Ross believes the bridge south of Bellevue project has been advertised and the intersection project is almost ready for advertisement.

Board Items. Because the buses used for Board tours are difficult to see out of, Member McClure questioned the value of the district tours when a lot of time is spent traveling. He believes meetings with constituents and local entities are more beneficial. Although Vice Chairman Mitchell agrees, he believes it is important to give the district

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engineers flexibility when arranging tours and that traveling to project sites and viewing problems and needs is important.

Member Combo thinks the appropriate Board member should work with the district engineer on the tour schedule. Because the Department is multi-modal, modes other than highways need to be included in tours. He added that it is critical to meet with delegations and to look at problem areas. Member Smith believes viewing current construction projects is important. Although the Board member and district engineer should compile the tour itinerary, if there is a specific project or problem another member would like to see, he should be sure to inform the appropriate Board member to include that item on the tour. Member McClure concluded by encouraging the Board to hold more meetings outside of Boise and to meet with more local groups in winter.

Member Combo recognized Director Bower's third anniversary at ITD. The Board thanked him for his service to the Department and his excellent leadership and direction.

Financial Statement. Deputy Director Keith Bumsted reported that there will be approximately \$3 million unexpended in the disaster fund and will most likely be transferred to the State Highway Restricted Account. Federal aid and state revenues are above the original forecasts. Although the revenue collection patterns will be monitored and analyzed closely, it appears likely that a supplemental appropriation should be proposed for FY97 and the proposed appropriation for FY98 should also be adjusted. DDIR Bumsted also reported that expenditures for personnel and administration are below the estimated amounts. To date, 20 positions have been deleted and 9 are in the process of being deleted.

Member McHugh commended the Department for reducing expenditures, particularly personnel and administrative costs.

Ground-Breaking Ceremony, I-84, Isaac's Canyon Interchange, District 3. The Board members participated in the ground-breaking ceremony for this interchange, along with U.S. Senator Larry Craig, Governor Phil Batt, and Micron Technology Inc. CEO Steve Appleton. The Governor praised the Department for its commitment to put money from the recent gas tax increase on the roads, realizing a savings in personnel, and reviewing areas to increase efficiency. He also commended Micron, FHWA, and ITD for their partnership on this project. With Micron's contribution of \$5 million to construct this interchange, it is the single largest contribution by a private corporation to the state highway system in Idaho's history. Senator Craig briefly discussed the reauthorization of ISTEA and the importance of the western states to work as a team on the new bill. There will be a lot of competition for federal funds. He believes flexibility is important in the new act. He concluded by congratulating all of the parties involved in working cooperatively on the success of this I-84 interchange project.

Director's Items. This past legislative session, two driver's license suspension bills were passed. Director Bower asked Motor Vehicles Administrator Moe Detmar to provide an

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update on those bills. Effective July 1, 1996, students under 18 years of age who drop out of school could possibly lose their license. The appropriate school district notifies ITD of drop outs who are to have their license suspended. The Department notifies the driver, then suspends the license two weeks later. Earlier this week, there had been 52 suspensions with approximately 30 requested each week. Other than the Department of Education's lack of involvement in the program and some questions on home schooling, the program appears to be running smoothly. An additional full-time equivalent position will be needed to handle the administrative duties.

Parents who are 3 months or \$2,000 behind with their child support payments could have their driver's license suspended after January 1, 1997, along with other licenses such as professional, hunting, and fishing. The Department of Health and Welfare is overseeing this program. Approximately 40 drivers' licenses will be suspended under this program annually, which will not require an additional position.

The Board members expressed concern with other state agencies not following through on their responsibilities on programs such as this, leaving the bulk of the work to ITD. Member Miller urged staff to follow legislation that will impact the Department's resources closely. Staff was also asked to notify Senator Sandy, the sponsor of the bill, of the problems with the school drop-out law and ask for assistance in resolving the conflicts.

Director Bower informed the Board of a letter from Michael Klaus, Eastern Idaho Railroad. Through an application process with Federal Railroad Administration (FRA), the railroad company was awarded funds for a project in eastern Idaho. Since then, Eastern Idaho acquired a line in District 2 and has requested the money for the eastern Idaho project be transferred to fund improvements to their newly-acquired track. Because the time frame for expending these funds was about to expire, the Department requested an extension from FRA, which was granted. Eastern Idaho Railroad then asked for an analysis on both projects to determine which project is a higher priority and should be funded. Some options, according to Director Bower, are to complete a review of the two Eastern Idaho Railroad Company's projects and fund the higher priority project, fund the number two project from the original applications, or solicit new applications for a project to utilize these funds.

Member Smith said his preference is for a review of Eastern Idaho's two projects to determine which one should be funded, with the Board making the final decision if it is the District 2 project. Member Combo reminded the group of the Board's Enhancement Policy which states if a project is not ready for contracting in the scheduled fiscal year, the sponsor loses the money. He also reported on problems the city of Idaho Falls and District 6 have experienced with this railroad company regarding improving railroad crossings.

Member Miller made a motion that if Eastern Idaho Railroad company does not utilize the FRA funds for the project in eastern Idaho, which the money was originally designated for, the funds will be made available for other railroad companies to apply for. Member

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McHugh seconded the motion and it passed four to one. Member Smith opposed the motion and Member Combo abstained.

Executive Session on Legal and Personnel Issues, Sections 67-2345(f), and 67-245(h), Idaho Code. At 11:55 AM, Vice Chairman Mitchell made a motion, seconded by Member Miller, to meet in executive session to discuss legal and personnel issues with Deputy Attorney General Parry. The motion passed unanimously.

The Board came out of executive session at 1:20 PM. No decisions were made.

Condemnation, SH-44, District 3. Member Smith made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Transportation Department has filed a condemnation action
TB96-84 against the Fleenor Family Trust for the Eagle Alternate Route project; and

WHEREAS, the Department's appraisal of the property was based upon the assumption that the property could not be developed because it is in the Dry Creek floodway; and

WHEREAS, the Department's engineering staff was able to modify the Dry Creek flood plain on the subject property at a nominal cost; and

WHEREAS, the Department's appraiser has modified his opinion based upon the ability to develop the property.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board authorizes settlement of this condemnation for \$249,956.43, plus prejudgment interest.

Administrative Settlement Authority, Parcel 46, NH-F-3271(037), Key 2793, SH-55, District 3. This item, for administrative settlement authority on a parcel for the Eagle Road (SH-55) widening project between Fairview Avenue and the city of Eagle and signalized intersections, was tabled at last month's meeting. Parcel 46 is a 74-acre parcel being developed with a single family residential subdivision. The land needed for the project is 4.4 acres plus 1.1 acres for temporary and permanent easements. The land was appraised by an appraiser hired by ITD based on a highest and best use as residential property at \$226,000 in February 1995. In January of 1996 an additional appraisal was received from the land owner, based on a highest and best use as commercial property, which is how the portion required is now zoned. The fair market value as commercial property is \$412,850. ITD's review appraiser has confirmed that the commercial zoning should be considered in setting the value. Staff requested administrative settlement authority to purchase the needed land at commercial value.

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Vice Chairman Mitchell asked if the zoning change to commercial affected other parcels. Right-of-Way (RW) Manager Leonard Hill did not believe so, as this parcel was one of the last ones acquired for this project, and the development of this property started after the Department commenced its acquisition process. In response to whether the Planning and Zoning Commission changed the zoning to commercial after ITD's plans to widen the highway were announced, RW Manager Hill said he assumes so.

In order for the highway project to continue on schedule, Member McClure made a motion to approve staff's resolution authorizing the administrative settlement. Vice Chairman Mitchell made a substitute motion to hold this item and notify the appropriate parties of the Boards' concerns with the increased right-of-way costs due to the zoning change, which may result in a delay of the project. Chairman Winder stated that there are no laws that forbid a planning and zoning commission from re-zoning because of ITD's plans. He added that the comprehensive plan shows this property as commercial.

Member McClure made a motion, seconded by Member McHugh, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Department needs to acquire parcel
TB96-85 number 46, key 2793, from the Brighton Corporation to widen Eagle Road
between Fairview Avenue and the city of Eagle; and

WHEREAS, the appraised value of the needed land increased due to a change in zoning from residential to commercial prior to the property being acquired and the commercial zoning change increased the value from \$226,000 to \$412,850; and

WHEREAS, the Transportation Department has confirmed the accuracy of the landowner's appraisal through its own review appraiser.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes an administrative settlement of \$186,710 for a total amount of \$412,850 to purchase this parcel of land.

Members Combo, McClure, and McHugh voted in favor of the motion while Vice Chairman Mitchell, and Members Miller and Smith opposed. Because of the need for this project to stay on schedule, Chairman Winder voted in favor of the motion, whereby it passed four to three.

Proposed Administrative Rule, IDAPA 39.03.60, Governing the Control of Outdoor Advertising. The current rule states "no advertising display on interstate and primary freeway highways shall be erected or maintained within one thousand feet of an interchange or rest area unless there is an intervening building or structure in which case an advertising display may be placed up to or on the roof of the intervening building." Because there are no standards in the current rule, RW Manager Hill said it is difficult to define adequate commercial buildings.

The amended rule would eliminate the intervening building or structure language. Existing billboards would be grandfathered.

Member Smith made a motion, seconded by Vice Chairman Mitchell, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, Administrative Rule IDAPA 39.03.60 allows no advertising
TB96-86 structures in interchange control areas unless there is an intervening building
or structure; and

WHEREAS, it was the intent of this rule to allow outdoor advertising only in interchange control areas when there was already a large, commercial building present in the control area so that an outdoor advertising sign did not provide an additional visual distraction; and

WHEREAS, it is not possible to define the size and use of a qualifying building that would accommodate outdoor advertising signs, and individuals continually attempt to find ways to circumvent the intent of the rule.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board amends IDAPA 39.03.60 to prohibit advertising displays on interstate and primary freeway highways within one thousand feet of an interchange or rest area.

SH-21 Avalanche Area Operation, District 3. Since 1986 ITD has taken several measures to protect the traveling public against avalanches in Canyon Creek, a twelve-mile section (milepost 93 to 105) of SH-21, which has 54 avalanche chutes. Snow plow drivers and travelers in Canyon Creek are vulnerable to avalanches during the winter. Maintenance Engineer Clayton Sullivan reported on the history of this stretch of highway and said the Department has attempted keeping SH-21 open year-round since 1985. The road is closed an average of 3 times per year with the average cost to open the road each time around \$30,000.

Member Smith made a motion, seconded by Member Combo - in order to facilitate discussion, to approve the following resolution:

WHEREAS, the Idaho Transportation Board has toured the SH-21 avalanche site this past June, been briefed on the hazardous winter conditions that develop, and is concerned for safety of those traveling and working in the area; and

WHEREAS, there is an alternate route to the city of Stanley and the Sawtooth Recreation Area via SH-75; and

WHEREAS, the safety of the roadway user and ITD personnel is severely jeopardized during periods of snow pack instability.

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NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the recommendations of the attached report titled "Operation of State Highway 21 during the Avalanche Season," and

BE IT FURTHER RESOLVED, that the Transportation Board approves keeping the road open until avalanche hazard indicators justify closing the road; keeping the road closed until about mid-May, a date after which records indicate any further avalanching is extremely unlikely; and opening the road after clearing of snow and avalanche debris in time for Memorial Day weekend travel.

Discussion on the issue followed. Chairman Winder said this change will affect Idaho citizens and he stated his desire to hear the concerns of the public. He also questioned countering the Governor's earlier order, around 1986, to keep the road open. Member McClure also believes the public needs an opportunity to comment on this proposal, and more notice needs to be given. This stretch of highway can be very dangerous and safety is a big concern for Member Smith. He added that it is expensive to keep the highway open, particularly due to the low average daily traffic volume.

Vice Chairman Mitchell made a substitute motion, seconded by Member McHugh, to approve the following resolution:

WHEREAS, the Idaho Transportation Board toured the SH-21 avalanche site this past June, been briefed on the hazardous winter conditions that develop, and is concerned for safety of those traveling and working in the area; and

WHEREAS, there is an alternate route to the city of Stanley and the Sawtooth Recreation Area via SH-75; and

WHEREAS, the safety of the roadway user and ITD personnel is severely jeopardized during periods of snow pack instability.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board approves keeping the road open until avalanche hazard indicators justify closing the road; keeping the road closed until about mid-May, a date after which records indicate any further avalanching is extremely unlikely; and opening the road after clearing of snow and avalanche debris in time for Memorial Day weekend travel.

Member McClure restated his desire to provide more notice to the public and to acquire public input. Vice Chairman Mitchell reiterated the Department's instructions to downsize and emphasized the safety issues and cost factors in keeping the road open.

Because the meeting was running behind schedule, Member Combo suggested deferring this item until tomorrow. Vice Chairman Mitchell withdrew his motion and Member McHugh concurred. (See later minute entry.)

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Delegation - Nampa and Caldwell City Officials. Nampa Mayor Winston Goering thanked the Board members for their time. Director of Finance Ken Harward provided a brief history of the Karcher Interchange project. Benefits of this project, currently scheduled in FY2001, include continuity to SH-55, eliminating travel through three traffic signals, removal of 1 1/4 miles of road from the State system, reduced user costs, and safety and economic benefits.

Caldwell Mayor Dick Winder expressed his community's support for this project, which is important for the movement of traffic. He also thanked the Board for the Nampa/Caldwell Boulevard project. The Karcher interchange project is the number one priority of the Nampa Chamber of Commerce's Transportation Committee, according to Chairman Dave Dykstra. He added that the area has experienced a lot of growth, resulting in increased traffic and a greater need for this project. He concluded by thanking the District 3 staff for their support and cooperation on transportation issues. Dr. Chuck Bockenstette, representing the Nampa Economic Development Committee, stressed the importance of transportation to the economy. He also thanked the Board for the Nampa/Caldwell Boulevard project and said it will provide an economic boom to the area.

In conclusion, Mr. Harward thanked the Board and Department for its support. The communities appreciate the efforts and projects in Canyon County and realize there are numerous needs throughout the state that the Board must consider and prioritize.

Chairman Winder thanked the Nampa and Caldwell officials for the presentation and asked staff to provide the Board with an update on the Karcher Interchange project.

Consideration and Review of issues proposed by the North Eagle Rural Preservation Association (NERPA), NH-F-3271(52), Key 3758, SH-55, District 3. Assistant District Three Engineer Jeff Miles summarized NERPA's two requests on the design considerations of the SH-55, Junction SH-44 North project; a different connection of Beacon Light Road to SH-55 specifically designed to reduce or eliminate non-resident traffic; and a bicycle/pedestrian/equestrian crossing of SH-55 for the Beacon Light Road area. The review of these proposals concluded the existing highway project design and the approval process is correct and the best solution to address the needs of the people.

The request to redesign the intersection of Beacon Light Road does not serve the planned or approved functional classification of Beacon Light Road. For this proposal to meet AASHTO standards, significant right of way and complete redesign of the intersection would be required. A change of this magnitude would be in contravention to the public hearing information, environmental statement, and design approval of the project. The NERPA proposals are not supported by all of the area residents.

The request for a pedestrian/equestrian/bicycle crossing is a reasonable consideration. Several crossings or tunnels have been proposed in the Eagle area, however, with limited funds,

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the high cost with low use dictates determining the best locations to build on a priority basis. Needs shown by the NERPA group are for destinations which are not currently available and will probably not be available in the near future. The Department should preserve right of way and access to accommodate future crossing traffic at a signal or for a structure if the need justifies it in the future.

Chairman Winder said the contract on this project will not be awarded until the December Board meeting. He sees the need for a crossing at some point in the future and asked staff to work with the local entities on that issue. DAG Parry emphasized the need to design the project according to AASHTO standards. In response to restricting truck and through traffic on Beacon Light Road, Terry Little, Ada County Highway District, said that issue has not been resolved. ACHD is still working on that, however, the completion of the Eagle Alternate Route should alleviate a lot of the through traffic currently using Beacon Light Road.

Member McClure made a motion to accept staff's report and conclusions, including: 1) The crossing may be appropriate upon completion of a pathway study and coordination with the community. No action is appropriate at this time. 2) The Beacon Light Road connection currently in the plans conforms with the hearing process and the area's comprehensive plan and is consistent with AASHTO policies and criteria. Turning radius's of the intersection could be reduced if Beacon Light Road has a legal truck restriction. In the absence of restrictions, which is ACHD's responsibility, the intersection must be designed for the approved truck criteria in the current design. 3) Completion of the Eagle Alternate Route and the signal project at the intersection of SH-44 and SH-16 will significantly reduce traffic on Beacon Light Road. Further consideration of truck restrictions, intersection radius reduction, and Beacon Light Road entrance treatment are the appropriate measures to address these concerns without compromising safety. 4) The alteration of the connection of Brookside Lane to Beacon Light Road to a point approximately 400 feet west of the current design may have merit in the future if traffic on Beacon Light Road or Brookside increases significantly. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Criteria for Board to use for Reviewing Bids. Currently, Board Policy states that the Department director or his designee is authorized to award contracts for purchases or construction which do not exceed the Department's estimate of cost by more than 10 percent. Low bids in excess of this limit will be deferred to the Board for consideration. Roadway Design Engineer (RDE) Loren Thomas recommended referring those construction contracts with a low bid in excess of the engineer's estimate by more than ten (10) percent to the Board for consideration after review, justification, and recommendation for award, and reporting all other contract actions to the Board as a monthly status report.

Concern was expressed by Member Smith that most contracts are let before Board review and this practice may eventually be discontinued, leading to no action or review by the Board. Member McClure questioned the ramifications of not awarding projects until the Board can

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approve them. RDE Thomas said the bid openings could be scheduled to coincide with Board meetings, which should not delay the process.

Member Miller expressed his interest in reviewing bids, as it keeps him informed of project activities. Member Smith suggested Board approval for larger contracts, such as those estimated above \$1 or \$2 million, and the smaller contracts can be provided for informational purposes. Submitting certain types of projects such as underground storage tanks, stockpiles, and seal coats, as an information item was also proposed by Member Smith. Member Combo recommended Board action on bids over 10% of the engineer's estimate and projects estimated over \$5 million, and all other bids submitted for the Board's information.

The Director was instructed to review this issue, consider the Board's suggestions, and present another recommendation for the Board's review of bids.

Public Convenience. Last month the Board asked staff to look at ways to incorporate the concept of public convenience into ITD's mission, vision, and values placard and its day-to-day activities. The Strategic Planning Team is in the initial planning stage for the FY98 Strategic Plan update and is reviewing the Department's mission, vision, values, and goals placard. Additionally, CE Ross distributed a memo to the district engineers emphasizing the importance of public convenience and stating consideration of public convenience must be a part of every project, whether it is a contract construction project or a maintenance operation.

Director Bower discussed this issue with the Executive Team and asked the staff members to implement the public convenience concept wherever applicable. The Board thanked staff for their efforts in this arena and recommended developing a Board policy on public convenience.

Update on the WASHTO 1997 Conference. The Department will be hosting the WASHTO conference from July 27-31, 1997 in Sun Valley. The theme will be "ISTEA and Beyond". Public Affairs Manager Jeff Stratten summarized the draft agenda, proposed activities, and logistics.

Chairman Winder commended the Office of Public Affairs staff and Manager Stratten for a job well done on the recent ground-breaking and ribbon-cutting ceremonies.

Modification of Rule IDAPA 39.03.17, Governing Oversize Permits for Manufactured Homes, Modular Buildings and Office Trailers. At the September meeting, the Idaho Manufactured Housing Association requested allowance to move 16 foot wide manufactured homes on its own axles, within and through the state. The Board directed staff to work with industry representatives and modify the existing rule to allow this type of movement.

Member Combo made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

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RES. NO. WHEREAS, the Idaho Manufactured Housing Association has requested that
TB96-87 manufactured homes with a 16 foot wide base be allowed to be towed on its own axles rather than hauled as required by IDAPA 39.03.17; and

WHEREAS, the request is based on customer preference for manufactured homes with a 16 foot wide base; and

WHEREAS, currently only 5 states west of the Mississippi River do not allow for the movement of 16 foot wide base manufactured homes on their own axles; and

WHEREAS, the approval of request will have a positive impact on the Idaho economy in that an estimated 10% of new Idaho manufactured homes will be 16 foot wide base manufactured homes; and

WHEREAS, the towing of 16 foot wide base manufactured homes on their own axles may be more stable than transporting the unit on a trailer; and

WHEREAS, Idaho Transportation Department staff has analyzed this request and has determined that this can be safely accommodated; and

WHEREAS, the Idaho Transportation Board has heard a request from the Idaho Manufactured Housing Association and the Idaho Transportation Department staff, and does support the changing of IDAPA 39.03.17 to allow the movement of 16 foot wide base manufactured homes on its own axles.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the proposed modification to IDAPA 39.03.17 for temporary and regular rule making.

On behalf of the Idaho Manufactured Housing Association, Paul Pusey thanked the Board for this rule change. He believes this will provide significant benefits to the economy. Because temporary rules need to go through the Governor, he offered assistance with this process.

Management Initiatives. The Division of Highways is increasing efficiency through increased cross utilization of a smaller work force to maintain or improve existing services at less total cost. Because the most important aspects of highway maintenance include pavement maintenance and keeping the roadways clear of snow and ice, maintenance full time employees and equipment levels are to be set based on winter maintenance requirements. That winter maintenance complement should draw on the availability of full time employees from disciplines other than roadway maintenance personnel to supplement the reduced maintenance complement during winter-time maintenance operations. CE Ross established a team to develop basic District complement levels. This measure will provide better utilization of staff, reduce overtime, and reduce the number of temporary employees.

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The Board commended the Division on this efficiency measure.

A study was initiated to evaluate the economic feasibility of reducing the Department's equipment budget while maintaining an adequate complement to meet the needs. Based on the analysis, 25% of the equipment fleet is beyond its economic life. With a total replacement value in excess of \$100 million, the current equipment replacement budget is maintaining the current level. The economic life model establishes a point in time when an existing piece of equipment has reached an annual cost of a new unit. Because 25% of the equipment is beyond the economic life established, 25% of the equipment is costing more money to own and operate than new equipment. In summary, CE Ross stated that reducing the equipment replacement budget will not reduce total cash outlays for equipment, but will increase it over time and lower overall efficiency and quality regarding the management and operation of the equipment fleet and will adversely affect highway maintenance work.

Chairman Winder asked staff to revisit this issue and consider other options such as leasing and privatizing. Director Bower added that a rental rate for utilization of equipment is being considered as well as a revolving account.

Due to an ever increasing number of accident reports received annually, the Office of Highway Safety (OHS) continuously has a backlog of reports to code and enter into the system. While investigating the possibility of privatizing the coding and entering activity in lieu of increasing complement staff size, OHS found there are no firms in Boise that provide this type of off-site total database management with the capability to oversee the database, coding, and entering functions. As an alternative, OHS privatized one Research Data Technician position. The individual is housed on-site and uses OHS equipment. At this point it is unknown whether this option will show cost savings for the function as Department oversight is still required to ensure quality and consistency of data. A report of Findings and Recommendations will be issued in April 1997.

Additionally, OHS is in the process of developing a computer version of the accident report form. This project is funded by a federal highway safety grant and should be completed next month. In FY98 OHS will seek federal approval for a grant to begin work on a process to upload the information from the accident report form directly to a Local Area Network database for review before being added to the state accident database. Once implemented, information will not have to be rekeyed since it already exists in a computer file. By that time the Imaging System will be fully functioning, so data can be moved between the two systems.

Director's Items, Continued. Director Bower and Chairman Winder recently attended a meeting with FHWA representatives, US Attorney General Burrow, and DAG Parry to discuss Idaho's FY95 size and weight certification. Five findings were recorded in an audit by the US DOT's Office of Inspector General. Four of the findings are in procedural areas, while the finding on multiple violations on the same vehicle may have to be addressed

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statutorily. Director Bower believes it was a beneficial meeting, and said a team has been established to address the five concerns.

Chairman Winder concurred and thanked Director Bower and DAG Parry for their work on this issue. The Director concluded by stating a notification was sent to all local entities that the Department has responsibility for certification on approximately 8,200 miles and ITD will enforce the size and weight regulations on these identified state and local routes.

WHEREUPON the Board meeting recessed at 5:00 p.m.

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The Transportation Board meeting reconvened at 8:10 AM at the Transportation Department in Boise on Friday, November 15. All members were present.

Administrative Right-of-Way Settlements. FHWA, in cooperation with ITD, completed a Quality Improvement and Accountability Review which examined legal settlements completed for acquisition of parcels required for projects. The intent of the review was to evaluate the current process and determine what, if anything, can be done to improve the timeliness of settlements and decrease their cost. The review team found that modifications to procedures, guidance and communication are needed.

Dan Cantrell, District 3 Right-of-Way Supervisor, summarized the recommendations of the team: update the Right-of-Way Manual, which has been completed; improve general documentation, which is being done; project review, which is in effect; shortening negotiating time frames; utilizing a condemnation specialist, which the Board has approved on a trial basis; authorization of a Board designee to approve condemnations; review all appraisals; develop a memorandum of understanding (MOU) between ITD and the Attorney General's Office; and research the establishment of a condemnation hearing board.

In response to FHWA's involvement in the MOU, FHWA Realty/Environmental Officer, Mary Gray, responded that it would be advisory only. Member Smith said the current system has problems, and he believes a number of the recommendations have merit, particularly the hearing board. Member Combo concurred and added that a presentation on the legal issues will be given at the December meeting. If legislation is needed, Vice Chairman Mitchell believes it should be pursued during the 1997 session. Member McClure asked if existing zoning ordinances could be locked in when highway corridors are identified. The Board is concerned with the increasing costs of right-of-way, and zoning changes before ITD can acquire property is one of the factors in the cost. Ms. Gray responded that the corridor preservation team identified that issue and is proceeding with legislation on corridor preservation.

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The Board thanked the team for the presentation and for the work on right-of-way settlements.

Intermodal Commercial Freight Task Force Report. Earlier this year Governor Batt asked the Board to assemble a task force to study issues concerning the different modes of transportation for commercial freight within and through Idaho. Areas that were addressed include the relationship between the different modes of transportation, their relative effect on the state's infrastructure, and the proper role of the state in intermodal commercial freight transportation. MVA Detmar reported that the conclusions and recommendations of the task force are organized around four key subject areas: Idaho's all-mode freight transportation system; freight transportation corridors in Idaho; weight and dimensional restrictions on trucks; and the weight-distance tax.

MVA Detmar recognized members of the Task Force in the audience, Senator Ingram, Jerry Deckard, and Paul Sudmeier, thanked them for their participation, and thanked Chairman Winder for his leadership on the Task Force. Chairman Winder expressed appreciation to the Department staff for the extra time and effort provided to the Task Force, including educational presentations and providing data. He also thanked the Task Force members for their willingness to serve on this group and their participation.

Member Smith also commended all of the participants. Although no issues have specifically been resolved, he believes the issues have been defined. He questioned instructing staff to continue working on these issues and the recommendations in the report when the Department has been asked to down size and be more efficient. Senator Ingram realizes the additional work this creates and said with Board acceptance of this report, it can be presented to the legislature for direction and possible assistance.

Member Combo made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, Governor Phil Batt did ask the Idaho Transportation Board to
TB96-88 assemble a task force to study issues concerning the different modes of
 transportation; and

WHEREAS, the Idaho Intermodal Commercial Freight Task Force was
assembled; and

WHEREAS, the Task Force met six times between June 18, 1996 and
September 24, 1996 to identify and study the relevant issues; and

WHEREAS, the Task Force completed a report of their findings and
recommendations.

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NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board wholeheartedly approves the report and authorizes the transmittal of the report to Governor Phil Batt and then to the Idaho Legislature.

BE IT FURTHER RESOLVED, that the Transportation Board instructs staff to work toward the implementation of the recommendations within our means.

Member Combo made a motion to commend Chairman Winder for his leadership and efforts on the Task Force and staff for the time and work provided to the Task Force. Member Miller seconded the motion and it passed unopposed.

Delegation, Kim Beames, President, Transition International, Inc. Transition International, located in Twin Falls, is a third party shipper handling domestic and international shipments utilizing both refrigerated and dry containers. To facilitate a competitive edge, Mr. Beames requested a feasibility study on US-93 from I-84 to the Nevada border to allow gross vehicle weights up to 129,000 pounds. This would allow more economical movement of products to the Wells Railport, which is located on the main line of the Union Pacific Railroad and the intersection of I-80 and US-93. Not only would this proposal be beneficial to the economy, but it would also enhance productivity and reduce shippers' costs. Mr. Beames believes this proposal is very important for the intermodal system. He added that the current facility in Nampa would continue to be utilized for the Pacific Northwest region.

In response to Member McHugh's question on the impacts of heavier loads to the Twin Falls bridge, Mr. Beames said the structure could handle additional weight. Member Combo asked if ITD needs to work with Nevada on this issue. Mr. Beames reported that Nevada's legal weight limits are 129,000 pounds.

Increasing weight limits would reduce the number of trucks on the road, according to Senator Ingram. He added that trucks are designed to carry heavier loads and that the pounds per square inch would actually be reduced.

Member Combo made a motion to have staff perform a feasibility study on the proposal to increase gross vehicle weights to 129,000 pounds on US-93 from I-84 to the Nevada border. Member McClure seconded the motion and it passed unopposed.

Chairman Winder mentioned that Representative Wood submitted a letter in support of this proposal.

Tour of Print Shop and Procurement and Management Sections. The Print Shop employees demonstrated the various machines they use. The Board members also toured the Procurement and Management Section and visited with employees.

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Public Transportation Advisory Council (PTAC) - Meeting Schedule. Larry Falkner, Public Transportation Administrator (PTA), thanked the Board for its support in the public transportation arena. PT Grants Manager Martin Montgomery reported on the 1996 highlights of the rural providers. PTAC Chairman Jim Brooks summarized the accomplishments of the PTAC for the past year, including getting organized, and establishing a database on all publicly funded PT services. Coordination is the goal for next year. Except where a Regional Transportation Authority exists, no agency has authority to direct that services be coordinated and PTAC believes the district advisory committees should hold that responsibility. In closing, PTAC Chairman Brooks mentioned two areas that have not yet been addressed. One is public school transportation and the other is medicaid transportation. Reports on both of these issues should be available next year. PTA Falkner thanked PTAC Chairman Brooks for his service and dedication to public transportation.

Member Smith made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, on September 24, 1994, the Idaho Transportation Board approved
TB96-89 Board Policy B-28-02, Public Transportation Advisory Council (PTAC) and
Regional Public Transportation Advisory Committees (RTPAC); and

WHEREAS, Board Policy B-28-02 granted authority to the PTAC to extend their meeting schedule from four meetings per year to six; and

WHEREAS, this meeting schedule is to be evaluated annually to determine the necessity to continue meeting every other month rather than quarterly; and

WHEREAS, this evaluation is based upon the PTAC's ability to meet its goals and objectives; and

WHEREAS, the Public Transportation Administrator and PTAC members request the six meetings per year be continued; and

WHEREAS, the PTAC is achieving its stated goals and objectives; and

WHEREAS, the six meetings per year allow the PTAC members and public transportation staff to meet, discuss, and finalize recommendations to the Board on the future direction of public transportation in Idaho.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an extension for the PTAC to meet six times annually until November 30, 1997, at which time the schedule will be evaluated.

Public Transportation Overview and Update. Burt Bates, Systems Analyst, summarized other state agencies' involvement in public transportation, including the Department of Health

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and Welfare, the Division of Vocational Rehabilitation, and the Commission on Aging. He also described the statewide data collection system that was implemented this past June. Sharon Knutson, Bureau of Medicaid Policy, Department of Health and Welfare, said transportation coordination is a big problem in Idaho. The Bureau will continue working with the Governor's Committee on Medicaid Reform and with ITD to coordinate transportation services statewide.

Boise Mayor Brent Coles thanked the Board for all of the highway projects in the Boise area, for the partnership on the I-84, Isaac's Canyon interchange, and for the compressed natural gas buses and facilities for those vehicles funded through the CMAQ Program. The Boise Urban Stages (BUS) was recently recognized as the best small transit system in America. The American Public Transit Association presents its Outstanding Achievement Award annually to systems that demonstrate extraordinary achievement, efficiency, and effectiveness in specific size categories. BUS General Manager Debbie Ruggles thanked the Board, PTAC, and Mayor for supporting public transportation and funding projects. Public transportation is growing and is an important issue. She reported that a diesel powered rail car is being considered for the Boise - Nampa/Caldwell corridor and she urged the Board to work with BUS on this proposal and other innovative ways to solve transportation problems. The Board congratulated Mayor Coles and BUS Manager Ruggles for receiving the national award.

Sonna Lynn Lewis, Senior Planner, Elizabeth Atwell, HDR Project Manager, and Mark Steranak, HDR Team, reported on the public transportation needs and benefits study. The purpose of the study is to increase understanding of needs and benefits, address rural challenges, identify appropriate levels of service, ensure efficient use of services, identify funding requirements, and determine highest value on investment.

Chairman Winder thanked all of the participants for the informative presentation.

Presentation - Traffic Section. The Traffic Section is responsible for traffic design, traffic operations, traffic safety, and policies and procedures. The demand for Traffic Section services has increased significantly, according to Traffic Engineer Greg Laragan. Since 1984, state highway traffic has increased 49%, while the number of ITD signs has increased 21% and signals 454%. The Section works with other sections, the districts, metropolitan planning organizations, other state and local agencies, and the general public. It provides technical assistance, service and support, training, and uniformity and consistency by interpretation of traffic laws and policies and application of traffic control devices.

The Board thanked the Traffic Section for the educational presentation and also for the extra work done on speed limits this past year. Director Bower added his appreciation for the Section's work on the Ida Shield program, which was in addition to their regular duties.

SH-21 Avalanche Area Operation, District 3, Revisited. Discussion from yesterday continued on the SH-21 avalanche area and operating procedures. Member Combo made a motion, seconded by Member Smith, and passed unanimously, to approve the following

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resolution:
RES. No.
TB96-90

WHEREAS, the Idaho Transportation Board toured the SH-21 avalanche site during its June 1996 District 3 tour and was briefed on the hazardous winter conditions that develop. The Board and Director are concerned for safety of those traveling and working in the area; and

WHEREAS, there is an alternate route to the city of Stanley and the Sawtooth Recreation Area via SH-75; and

WHEREAS, Department staff continues to explore emerging technologies to more precisely measure snow pack instabilities for purposes of timely closure of SH-21 to traffic through the avalanche area; and

WHEREAS, the safety of the roadway user and ITD personnel is severely jeopardized during periods of snow pack instability.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board authorizes staff to hold public meetings at appropriate locations to provide safety, cost data and other information and obtain public comment on a proposal to close SH-21 to traffic between mileposts 93.85 and 105.52 when avalanche hazard indicators justify such action and keeping the closure in force until such time that it is determined that further avalanching is extremely unlikely throughout the remainder of the heavy snow pack season or just prior to the Memorial Day weekend at the latest; and

BE IT FURTHER RESOLVED, that staff is directed to hold such public meetings and a public comment period on this proposal as soon as possible in order that the Idaho Transportation Board may review the results of the meetings and comments by its meeting in January 1997.

In the interim, the Board instructed staff to follow current procedures for maintenance of SH-21 with safety of the roadway users and ITD maintenance personnel being the paramount guidelines.

WHEREUPON, the regular monthly Board meeting officially adjourned at 3:10 PM.



CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
December 19, 1996
Boise, Idaho

November 15, 1996

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 19-20, 1996

The regular session of the Transportation Board meeting convened at 7:25 AM, at the special request of Chairman Winder, on December 19, in Boise, Idaho at the Transportation Department. The following principals were present:

Chuck Winder, Chairman
 Mike P. Mitchell, Vice Chairman - District 2
 John McHugh, Member - District 1
 Monte C. McClure, Member - District 3
 Leon E. Smith, Jr., Member - District 4
 Neil Miller, Member - District 5
 John X. Combo, Member - District 6
 Sue S. Higgins, Secretary to the Board
 Dwight Bower, Director
 Jim Ross, Chief Engineer
 Steve Parry, Deputy Attorney General

Executive Session on Legal Issues, Sections 67-2345(f), Idaho Code. At 7:25 AM, Member Smith made a motion, seconded by Member Combo, to meet in executive session to discuss legal issues with Deputy Attorney General Parry. The motion passed unanimously.

The Board came out of executive session at 8:15 AM. No decisions were made.

November 14-15, 1996 Board Minutes. Vice Chairman Mitchell made a motion, seconded by Member McHugh, to approve the minutes of the Board meeting held on November 14-15, 1996, as submitted. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
 January 21-22, 1997 - Boise
 February 20-21, 1997 - Boise
 March 26-27, 1997 - Boise

Consent Calendar. Member Combo made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves
 TB96-91 the following items on the consent calendar: contract awards; condemnation of parcel 5, key 713; condemnation of parcel 32, key 685; annual report on district sign status; quarterly report on legal activities; Husky Airport, District 6; appointment of Region 6 Public Transportation Advisory Committee member; Eagle alternate route relinquishment, District 3; and professional agreements report.

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1) Contract awards. The Board acknowledged action of the Roadway Design Engineer in accordance with Board Policy B-04-01 on the following construction bids:

ER-4200(113), key 6366 - Boulder Flats, Idaho County, District 2. Low bidder: Ascorp Inc., Dba Debco, Orofino, Idaho - \$290,801.

RA-5-2, key R502 - Inkom Rest Area and Inkom Port-of-Entry, Bannock County, District 5. Low bidder: Varsity Contractors, Pocatello, Idaho - \$72,600.

STPG-RRP-5728(004), key 4433 - McGuire Road Burlington Northern Railroad Crossing near SH-53, Kootenai County, District 1. Low bidder: Coeur d'Alene Asphalt Inc., Coeur d'Alene, Idaho - \$169,689.50.

PFH-54 and STKP-2562, keys 2643 and 6064 - Pierce to Grangemont Road, SH-11, and Weippe Stockpile, Clearwater County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. Because additional funds are not available for this project, the district recommended that all bids be rejected and adjustments in the project be made to meet current funds.

The Board concurred with staff's recommendation to reject the bids.

STM-8713(602), key 6346 - Railroad Overpass/Hamilton's Corner, Payette County, District 3. Low bidder: Western Construction, Inc., Boise, Idaho - \$144,093.

NH-F-M-7963(021), key 4477 - Wilson Drain to Karcher Junction, Canyon County, District 3. Low bidder: Idaho Sand and Gravel Company, Inc., Nampa, Idaho - \$6,339,473.46 or \$8,039,473.46/170 days, which is the incentive/disincentive and the number of days used to calculate the total bid amount.

STR-2854(609), key 6363 - Albion North, SH-77, Cassia County, District 4. Low bidder: LC Contractors LLC, Rigby, Idaho - \$259,120.

STM-1701(601), key 6106 - County Line to Rockland Interchange, SH-37, Power County, District 5. Low bidder: Kloefer Inc., Paul, Idaho - \$274,790.70.

RA-5-1, key R501 - Cherry Creek and Malad Summit Rest Areas, Bannock and Oneida Counties, District 5. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The engineer's estimate was based on previous contracts and the value of the existing contract. A small increase was provided for inflation and a speculated trickling effect of the recent passage of the federal minimum wage. Reconstruction of the Malad Summit facility doubled the interior space to be cleaned along with more sidewalk area requiring snow removal. The estimate was adjusted upward to include the additional work. Even though the bid appears to be lower than a reasonable offer for the services to be

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provided, the district recommends awarding the contract.

The Board concurred with staff's recommendation to award the bid. Low bidder: Rocky Mountain Services, Blackfoot, Idaho - \$112,535.92.

2) Authority to condemn, parcel 5, project NH-F-5116(026), key 713, US-95, District 1.

3) Authority to condemn, parcel 32, project NH-F-3112(033), key 685, US-95, District 3.

4) Sign status report for October 1995 through September 1996.

5) Summary of pending legal cases.

6) Huskey Airport. An offer to donate the Huskey Airport, located four miles east of Swan Valley along US-26, has been made to the Division of Aeronautics. Because the airport does not fit into a category of a property that is needed to fulfill the airport needs of the state and there are specific things, considered shortfalls in this piece of property that the state would need to address if the property was acquired, the Aeronautics Advisory Board concurred with staff's recommendation to not accept the Huskey Airport into the state's airport system. The Aeronautics Administrator will respond to Mr. Huskey, declining his offer.

7) Appointment of Region 6 Public Transportation Advisory Committee Member. Bill Larsen was appointed to serve on the Region 6 Public Transportation Advisory Committee, replacing Robert Scott, Jr.

8) Eagle Alternate Route Relinquishment. With the opening of the Eagle Alternate Route, SH-44, the portion of former SH-44 from milepost 16.3 to milepost 19.8 is relinquished from the State Highway System to the Ada County Highway District effective January 1, 1997. The official minute is shown in Exhibit 175 which is made a part hereof with like effect.

9) Professional agreements reports. Payments for engineering consultant agreements amounted to \$164,910.95 during November 1996 and general consultant agreements equalled \$31,381.00 for a grand total of \$196,291.95.

Board Items. The Department has received a request from the City of Boise to provide \$100,000 for a commuter rail demonstration project between Boise and Nampa, according to Chairman Winder. Highway Programming Manager (HPM) Dave Amick said STP-Urban or CMAQ funds could be used for this project, however, the program is currently over-programmed, so another project would have to be delayed or dropped to include this commuter rail project. He added that this project has not been through the public involvement process, and that Federal Transit Administration and FHWA approval may be required.

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In response to a question on the time frame, Boise Mayor Brent Coles said the Siemens vehicle is touring 15 U.S. cities next year and Boise has requested the train operate here for a couple of months in September or October. This proposal is still in the preliminary stages and a lot of work needs to be completed with Union Pacific and Siemens. He added that the Boise City Council has approved \$100,000 for this project. He also provided a letter from Nampa Mayor Winston Goering in support of this project.

When Chairman Winder asked if a current project in Ada County could be delayed to allow funding the commuter rail project, Clair Bowman, Executive Director of Ada Planning Association (APA), said he is not aware of a project that could be delayed at this time. He said he will review the program and determine if a project could be removed from the current program to allow funding for this one.

Meridian Mayor Robert Corrie said his city has experienced tremendous growth and transportation is an important issue to the city. He supports this project and encouraged the Board to provide assistance with this demonstration project. Boise State University (BSU) President Dr. Charles Ruch expressed the University's support for this project. BSU would like to be a partner along with ITD, on this project. He emphasized the need to improve the movement of people and to look at alternative methods of transportation.

In response to who the primary contractor would be, Mayor Coles said APA would oversee the demonstration project. In the future, a contract with a private enterprise would be developed for the operation of a permanent rail system.

Chairman Winder thanked the delegation for its efforts on behalf of this demonstration project and expressed appreciation for the information. (See later minute entry.)

The Coeur d'Alene Chamber of Commerce held a meeting last week to discuss transportation issues, and particularly US-95. Chairman Winder, Member McHugh, and Director Bower attended the meeting in Coeur d'Alene. Member McHugh said a bill on bonding to improve US-95 will probably be run again during the legislative session. Such legislation could relieve money now going to US-95 to be used for other highways statewide. Chairman Winder commented on the lack of support for US-95 from southern Idaho. Vice Chairman Mitchell questioned the economic impact of US-95 and stated that all counties benefit by good highways, as tourism, sales taxes, and fuel taxes increase.

Member Combo made a motion to authorize a letter to the Department of Commerce and the Tax Commission requesting facts and figures on the economic importance of US-95. Member McHugh seconded the motion and it passed unopposed.

Member Combo reported that the EPA is releasing new regulations on particulates. He asked staff for a preliminary report. Although the new Federal Register has not been received, Environmental Section Supervisor Charlie Rountree provided some cursory remarks on the

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subject. EPA is proposing several new standards, including reducing the ozone standard, maintaining the PM10 level as it is today, and new standards for particulate matter, which is significant to Idaho. He is working with the Division of Environmental Quality, which has taken the lead on the new proposals.

At the request of a Lewiston resident, Chairman Winder questioned the downhill 55 mile per hour speed limit on Lewiston Hill and the uphill limit of 65 mph. Vice Chairman Mitchell said he believes the different limits are due to the fact that trucks go faster uphill than downhill, when they brake so often. He will discuss this matter with DE Carpenter.

Director's Items. A change order to include an additional off-ramp on the eastbound lane of I-84 is being proposed as part of the Isaac's Canyon Interchange project. The cost for the ramp and traffic signal, approximately \$700,000, will be split with Micron, Inc.

Director Bower commended the Public Affairs staff for the recent ribbon-cutting and ground-breaking ceremonies. A lot of extra time went into those programs, and the events were all well done.

A meeting regarding the FHWA Motor Carrier's findings on the Department's size and weight enforcements was recently held with the US attorney. A team has been established to develop solutions for the five items identified. Director Bower believes one item will need legislation and that is the multiple offenses issue.

Director Bower spoke at the Associated General Contractors' meeting last week. He focused on the Department's commitment to pavement, bridges, congestion, and safety. He also emphasized the importance of the reauthorization of ISTEA and implications a new act may have to Idaho.

Financial Statement. Deputy Director (DDIR) Keith Bumsted reported that the financial position and outlook of the Department is sound. Work continues to minimize the free fund cash balance, to lower stockpile and other inventory levels, and to economize on personnel expenses while identifying funds that may be reprogrammed for road improvement projects.

To date, 28 positions have been deleted with 9 in progress. By the end of the fiscal year, 70 positions should be deleted, with a savings of approximately \$2.8 million. DDIR Bumsted added that the Department is continuing to look internally to be more efficient.

Administrative and Overhead Costs vs. Highway Division, Right of Way and Contract Construction Costs, FY94 through FY98. In general, ITD has brought administrative and overhead costs under control while concentrating on increasing the annual investments in road improvement, according to DDIR Bumsted. Management and support costs have been reduced in relation to the total costs incurred to support operations of the Division of Highways, acquire right-of-way, and fund contract construction costs over the five-year period from FY94 through

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the budgeted operations of FY98. During this five-year period, ITD has undertaken a number of initiatives to improve the relationship between administrative overhead and infrastructure costs. As a result, the ratio of costs incurred for management and support of the Department in relation to total costs for the division of highways, right-of-way acquisition, and contract construction costs has decreased from the FY94 level of approximately 6.7% to the FY97 level of 5.5%.

Chairman Winder requested information on the percentage of personnel and overhead costs in the districts compared to the percentage spent on highways. He also asked specifically for the state funds spent on personnel/administration versus that spent on highways.

Update on Business Plan for Information Systems. The information systems plan has four components, including a client/server infrastructure, statewide district network, department-wide data management, and an integrated financial management system. The financial management system is the highest priority, according to DDIR Bumsted. Because the original target date of July 1, 1996 was not realized, the new date has been set for July 1, 1997, the beginning of a new fiscal year. A plan is in place to achieve the new target date, and a testing period has been incorporated into the time frame. He outlined some of the benefits of the new system, including reducing management and support operating costs and enhancing departmental efficiency by providing more timely, accurate and complete management and financial information. The grand total for the information systems projects is estimated at \$5,956,303.

Member Smith said a new financial system has been a high priority of the Board for a number of years, and when Director Bower was hired, he was asked to focus on this need. Member Smith believes the Department is headed in the right direction and although this is a long project, he is encouraged by the progress the Department is making.

Member Smith made a motion to reaffirm the Board's support for the information systems plan, especially the integrated financial management system, based upon the financial data and objectives provided the Board this date. Further, that the Board go on record to encourage the staff to continue working towards completion of this project, and to commend staff for the work already done. And the Board is looking forward to the implementation of the integrated financial management system on July 1, 1997. Vice Chairman Mitchell seconded the motion, and it passed unanimously.

FY97 Supplemental Appropriation Request. The Department expects to receive additional revenues for FY97 over the amount originally budgeted. The areas where the revenues are expected are state highway account - state funds; state highway account - FHWA reimbursement; and state restricted account - state funds. The majority of FHWA reimbursements are for work done as a result of flood damage in northern Idaho earlier this year. The requested expenditure increases would be funneled to construction programs - federal aid projects, state projects, and restricted funds, according to Senior Budget Analyst Joel Drake.

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Member McHugh made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Transportation Department expects to receive additional revenues
TB96-92 for Fiscal Year 1997 in the amount of \$27.05 million over the amount originally budgeted for; and

WHEREAS, the attached Exhibit "A" provides a detailed explanation of the sources of the expected additional revenues and proposed expenditures for these revenues.

NOW THERE BE IT RESOLVED, that the Transportation Board approves a supplemental appropriation of revenues for Fiscal Year 1997 in the amount of \$27.05 million, to be expended as shown in Exhibit "A" attached, pending approval by the Division of Financial Management and the Legislature.

RS06308 Proposed Registration Legislation. This legislation, which would simplify vehicle registration programs and allow vehicle owners expanded flexibility to operate vehicles up to 16,000 pounds gross vehicle weight on passenger vehicle plates has been approved by the Board and reviewed by the Division of Financial Management. Upon initial analysis of the legislation, no significant fiscal impact was apparent. Motor Vehicle Administrator (MVA) Moe Detmar said a more detailed study has revealed that because the vehicles in the 8,001 through 16,000 pounds gross vehicle weight are older on average, a disproportionate number would be registered at \$24 under the proposed law, which is lower than the current registration fee of \$31.08 (non-commercial and farm) and \$30.60 (commercial). Therefore, the fiscal impact has been modified, showing an estimated \$100,000 annual decrease in registration fee collection. Some offset of this loss could be realized by special plate program fees which would be allowed on a new category of vehicles.

Position Proposal for Establishing New Special Plate Programs. Each year ITD is faced with multiple requests for new special plates. With each new plate program comes increased administrative demands on staff as well as increased difficulty for law enforcement to decipher and identify the expanding array of plate types. Because a policy of "no new plates" may appear to be unresponsive and unreasonable, MVA Detmar suggested establishing a reasonable, consistent approach to new plate programs.

The suggested position is based on the principle that special license plate programs shall be recognized as an additional revenue resource for the construction and maintenance of Idaho highways, provided that: the initial program fee and annual program fees cited in Idaho Code shall be collected on all alternative special license plate programs with some exceptions; the legislature and Governor shall approve the new program and the license plate color and design through bill enactment, prior to action by ITD; license plate readability shall be approved by the Department of Law Enforcement; the proposing group shall present 100 applications prior to the production of the plate, along with program fees, or make other arrangements to cover the initial costs to

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produce graphic material; costs associated with the license plate design development, and computer program enhancement shall be borne by the proposing group; the plate numbering scheme will be determined by the Department and shall be uniquely different from other plate programs; marketing costs of the program shall be paid by the proposing group; and fees collected over and above regular registration fees and special program fees cited in Idaho Code shall be passed to the revenue account specified by the proposing group as specified in legislation.

The consensus of the Board was to support the position paper and have the Chairman and Director present it to the Governor.

Lunch with Aeronautics Advisory Board. The Board had an informal luncheon with the Aeronautics Advisory Board members.

Amendment to Statewide Transportation Improvement Program Document. In August the Office of Highway Safety received notification of additional highway safety grant funding under 23 USC Section 410. Requests for grant proposals were distributed to entities eligible for potential grant funding statewide. The Idaho Traffic Safety Commission approved the funding of 18 projects in November.

Member Combo made a motion, seconded by Member McClure, and approved unanimously, to approve the following resolution:

RES. NO. WHEREAS, the Office of Highway Safety (OHS) received approval of 23 USC
TB96-93 Section 410 highway safety grant funds; and

WHEREAS, requests for grant proposals were distributed statewide to eligible governmental entities; and

WHEREAS, the Idaho Traffic Safety Commission approved 18 grant projects for Section 410 funding; and

WHEREAS, the Statewide Transportation Improvement Program (STIP) planning document is the OHS funding document.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board approves an amendment to the STIP document to include new Section 410 highway safety projects.

Delegation - Joe Marshall, Chairman of the Board and Chief Operating Officer, Idaho Power. General Services Manager John Tompkinson said ITD has had a long and successful partnership with Idaho Power and the two entities are striving to improve customer service. He thanked the Board for scheduling the Idaho Power representatives on the agenda.

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Idaho Power account representative Kristi Pardue commended Mr. Tompkinson for looking at innovative and creative ways to cut ITD's costs. Chief Operating Officer Joe Marshall added that Mr. Tompkinson is always looking for savings to the Department and being more efficient. With deregulation of the industry imminent in the near future, he said the Department will probably seek bids for electricity, as its annual electric bill is around \$1 million. It is unclear how the deregulation transition will go. He concluded by stating Idaho Power has an obligation to southern Idaho and eastern Oregon, and he hopes the company will be available to take care of its customers.

The Board thanked the representatives for the informative presentation.

Highway Intersection Safety and Operations, US-95 and SH-54, District 1. During the July District 1 tour, representatives of Athol and Bayview expressed concern on the safety of the US-95 and SH-54 intersection to the Board. The District completed an intersection accident study and signalization study for this location. The study indicates the intersection has a high accident history, and more importantly, a history of severe accidents. Additionally, the analysis concluded that intersection signalization is warranted because of traffic volumes, accidents, traffic delays, and turning conflicts. The District recommends that a signalization project be programmed in the State Funded Development Program in the next annual update to provide for the US-95/SH-54 intersection improvement.

Vice Chairman Mitchell made a motion, seconded by Member McHugh, to expedite the installation of the traffic signal at the intersection of US-95 and SH-54. Member Combo questioned the projected accident rate after a signal is installed, such as rear-end accidents. Traffic Engineer Greg Laragan did not have those figures. He added that when new signals are installed, some accidents are bound to occur. A typical scenario is trading fewer, but more severe accidents, for more, less severe accidents. The motion passed unanimously.

Review of Organizational Structure for Providing Services to those who use Consultant Services. The Internal Review Section has completed a review to determine if the organizational structure for the Consultant Administration Unit (CAU) best serves those who use consultant services. The CAU is located within the Design Section of the Highway Operations Bureau. Internal Review Manager Carri Rosti said interviews of 27 ITD employees who either use consultants or are in other ways involved in negotiated agreement processes were conducted to obtain information. Data was also obtained from other state Departments of Transportation (DOT) regarding their organizational structures for providing services to consultant users.

The majority of states have an organization and procedures very similar to that of ITD. No state DOTs in the sample appear to have an organizational structure for providing consultant services that is superior to that of ITD. Additionally, the ITD CAU's customers were satisfied with the services provided. No change to the Department's organizational structure for providing services to those who use consultants is recommended.

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The Board thanked the Internal Review staff for the excellent report.

Pre-Approval of Consultants and Sanctions for Non-performance. Per Board request, Consultant Administration Engineer Jim Porter reported on the use of consultants and sanctions for non-performance. ITD follows the consultant selection guidelines established by 40 CFR 173 which describes Qualification Based Selection procedures. Under these conditions, all consultants are pre-qualified to perform professional services for ITD and local public agencies.

The Department uses a rating form to track the work of a consultant's performance. Upon completion of a project, the Agreement Administrator completes a performance rating which is then sent to the consultant for an opportunity to comment. The ratings are filed and taken into consideration when contemplating utilizing a consultant. To date, the only sanctions levied by ITD are removal from the pre-approved list and the master mailing list. Consultants receiving poor ratings are no longer solicited to perform professional services with the Department. Additionally, all consultants are required to carry error and omission insurance which indemnifies ITD, FHWA, and any local public agency from responsibilities resulting from errors or omissions created by the consultant.

Regarding checking consultants' work, the Department specifies the parameters to be used for design work and all agreements include the required design standards. Much of the consultant work is checked by ITD personnel for compliance to these specified standards. When work loads are such that ITD does not have the man power to perform design checks, a consultant may be hired to provide those duties. Additionally, when an area of engineering is subjective, a peer review is warranted, resulting in a second consultant being hired to review the work.

Improving Procedures for Supplemental Agreements. Because some supplemental agreements are approved after some or all of the work has been accomplished, the Board requested a review of these procedures. Mr. Porter explained that when work outside of the scope is performed prior to a supplemental agreement, ITD is at risk. The Department's policy dictates that supplemental agreements are to be negotiated based on scope, time, and fee prior to work commencing. This allows ITD to negotiate the extra work at the desired depth. When a consultant works outside the scope of work, the possibility of performing more work than is necessary exists. If the consultant performs out of scope work without direction from the Department, he is at risk of not being paid for that work. However, when ITD gives approval to perform out of scope work without first negotiating that work, the Department is at risk of paying for more than is desired. Several improvements to the supplemental agreement procedures were recommended.

Vice Chairman Mitchell made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, ITD policy (Administration Manual 6-130) states that all
TB96-94 supplemental agreements are to be negotiated for scope, time, and fee prior to
commencing the additional work; and

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WHEREAS, some requests for supplemental agreements have been initiated after some or all of the work is completed; and

WHEREAS, cost of supplemental agreements can be better controlled through negotiating extra work before said work is begun; and

WHEREAS, administration of all professional agreements is now the responsibility of the District or Section requesting professional services; and

WHEREAS, improved efficiency can be gained through a prior approval process.

NOW THEREFORE BE IT RESOLVED, that the following table will apply to the approval of supplemental agreements:

Cost of Supplement	% increase	Recommended by:	Approved by:
< \$25,000	<10%	Agreement Admin.	District Engineer or Section Head
>\$25,000&<\$50,000	<10%	District Engineer or Section Head	Consultant Admin. Engr.
>\$50,000&<\$100,000	See note 1	Chief of Highway Operations	Chief Engineer
>\$100,000	See note 2	Chief Engineer	Transportation Board

Notes:

1. All supplemental agreements less than \$100,000 and greater than a ten percent increase to the existing agreement are to be recommended by the Chief of Highway Operations and approved by the Chief Engineer.
2. All supplemental agreements exceeding \$100,000 regardless of percent increase to the existing agreement are to be recommended by the Chief Engineer and approved by the Transportation Board.

BE IT FURTHER RESOLVED, that the agreement administrator complete the RECORD OF SUPPLEMENTAL AGREEMENT AUTHORIZATION form for approval prior to beginning extra work.

Criteria for Board to use for Reviewing Bids. In reviewing the criteria for taking bids to the Board, staff concluded that existing policies are sound and recommended that all projects that exceed the engineer's estimate by more than 10% continue to be referred to the Board for consideration.

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Member Smith suggested Board approval for those contracts exceeding \$3 million, and that are politically sensitive, publicly sensitive, or involve litigation. Member Combo believes all contracts could be sensitive and questioned how the staff will know. Director Bower added that there are a number of projects involved in litigation, mostly right-of-way, which do not need to be resolved before the contract can be awarded.

Member Smith made a motion, seconded by Member Combo, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, Board Policy B-14-06 authorizes the Department Director or his
TB96-95 designee to approve advertisement and to award contracts within the current
program year; and

WHEREAS, Board Policy B-04-01 authorizes the Department Director or his designee to award contracts for purchases or construction which do not exceed the Idaho Transportation Department's estimate of cost (engineer's estimate) by more than ten (10) percent; and

WHEREAS, Board Policy B-04-01 requires that low bids in excess of this limit will be referred to the Idaho Transportation Board for consideration; and

WHEREAS, construction contracts with a low bid not exceeding the engineer's estimate by more than ten (10) percent may currently proceed to award without Board consideration; and

WHEREAS, construction contracts with a low bid in excess of the engineer's estimate by more than ten (10) percent that have been reviewed by staff and recommended for rejection currently need not be referred to the Board for consideration; and

WHEREAS, construction contracts with a low bid more than twenty-five (25) percent below the engineer's estimate that have been reviewed by staff and recommended for award may currently proceed to award without Board consideration; and

WHEREAS, the factors considered when reviewing a contract bid in excess of the engineer's estimate by more than ten (10) percent or below the engineer's estimate by more than twenty-five (25) percent are well documented in the Contract Administration Manual.

NOW THEREFORE BE IT RESOLVED, that staff will refer to the Board for consideration those construction contracts which exceed the engineer's estimate by more than ten (10) percent.

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BE IT FURTHER RESOLVED, that the Department Director or his designee is authorized to award all other contracts for construction, except those over three (3) million dollars and those requested by a Board Member.

BE IT FURTHER RESOLVED, that staff will report all contract actions to the Board monthly.

Executive Session on Personnel Issues, Section 67-245(a), Idaho Code. At 2:45 PM, Member Combo made a motion, seconded by Member Smith, to meet in executive session to discuss personnel issues. The motion passed unanimously.

The Board came out of executive session at 3:20 PM. No decisions were made.

Request to Add Ashton to Tetonia Rail Trail Project, STP-6804(102), Key 5981, into the FY97 Enhancement Program, District 6. Yvonne Ferrell, Director, Department of Parks and Recreation, requested this trail project be reinstated in the FY97 Enhancement Program to cover completion of right-of-way and development activities. Negotiations with several land owners are continuing. She expressed appreciation to the ITD staff for the cooperative efforts on this project.

Because additional funds would be needed to construct the project, Member McHugh questioned if approving this project would be a commitment to programming additional funds in the future for the completion of the project. Director Ferrell understands a new application would be submitted for the construction of the trail and that there are no guarantees the project will be funded in the Enhancement Program. HPM Amick added that off-setting costs have not been identified at this point. Director Ferrell indicated one or two of the Department of Parks and Recreation's Enhancement projects will be dropped from the program.

Vice Chairman Mitchell made a motion, seconded by Member McHugh, to approve the following resolution:

RES. NO. WHEREAS, the Ashton to Tetonia Rail project was programmed in two phases,
TB96-96 phase one under key 5760 for the acquisition of right-of-way, and phase two
under key 5981 for construction; and

WHEREAS, the Transportation Department previously approved the use of a portion of phase two funds to complete phase one right-of-way acquisition; and

WHEREAS, there has been substantial resources and time invested in the acquisition of right-of-way and design under key 5760; and

WHEREAS, the project and its benefit to Idaho and its citizens would be worthwhile; and

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WHEREAS, the phase two portion of the project (key 5981) was removed from the program in accordance with Transportation Board Policy B-11-03; and

WHEREAS, the Idaho Department of Parks and Recreation has proceeded in good faith to develop the project and purchase right-of-way in accordance with their cooperative agreement with the Transportation Department.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the programming of funds in FY97 in the STP-Enhancement Program at a sum not to exceed a programmed amount of \$90,000 to cover completion of right-of-way and development activities intended under phase one (key 5760); and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the programming of funds in FY97 in the STP-Enhancement Program at a sum not to exceed a programmed amount of \$100,000 to cover completion of the development/design activities intended under phase two (key 5981).

The motion passed 5-0 with Member Miller abstaining because he is related to one of the property owners involved.

Award of Contract, Projects NH-F-3271(052) and NH-3271(106), keys 3758 and 6295, SH-55, District 3. Several meetings have been held with the North Eagle Rural Preservation Association, Ada County Highway District (ACHD), and Ada Planning Association to determine options for the proposed pathways and the intersection design for Beacon Light Road. The Eagle area pathways committee has not adopted a plan for the North Eagle area. They have met and will continue to meet to bring forth a pathways plan for the area but are not ready to make a commitment as to location of a pathway. Staff will continue to work with the community and when a plan has been formalized the Department will be able to initiate a project or projects for consideration for inclusion into the five-year Highway Development Plan.

The intersection design of Beacon Light Road and SH-55 has been reviewed and was found to be designed to AASHTO design standards using the current functional classification of the road, the current and projected traffic needs. Before any design changes can be considered that would modify the capacity of the intersection or size of vehicle for this intersection, the functional classification and projected traffic needs would have to be changed. Because Beacon Light Road is a local road, changes in the functional class, projected traffic needs, and limitations of truck traffic would have to be initiated by ACHD.

Member Smith made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Department has held a public hearing and
TB96-97 addressed or incorporated public comment in the development of Projects NH-F-
3271(052) and NH-3270(106); and

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WHEREAS, the Idaho Transportation Department has continued the public involvement process through meetings, landowner contacts and dialogue with individuals and public entities during the final development of Projects NH-F-3271(052) and NH-3270(106); and

WHEREAS, the Idaho Transportation Department has completed environmental documentation and environmental clearances and obtained appropriate permits for Projects NH-F-3271(052) and NH-3270(106); and

WHEREAS, the Idaho Transportation Department has completed the design of Projects NH-F-3271(052) and NH-3271(106) in compliance with all appropriate state and federal design standards; and

WHEREAS, the Idaho Transportation Department has advertised and opened bids for Projects NH-F-3271(052) and NH-3270(106); and

WHEREAS, the North Eagle Rural Preservation Association (NERPA) has filed suit against the Idaho Transportation Department and the federal government to require further environmental planning on the project.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes the Director to award the contract for projects NH-F-3271(052) and NH-3270(106), Jct. SH-44 to Beacon Light Road and SH-55 to MP 50.2 on SH-55 on or after December 30, 1996 subject to resolution of, or the judge's decision on, the temporary restraining order/preliminary injunction motion, whichever comes first. This discretion to the Director includes authority to award or refuse to award the contract. Further, this authority expires on January 21, 1997.

The low bidder on this project was Steelman-Duff, Inc., Clarkston, Washington - \$7,546,726.74.

Relocation of Traffic Signal at St. Lukes Entrance to Magic View Drive, SH-55, District 3. In September 1995, St. Lukes was granted a permit to install an access and traffic signal on SH-55 at no cost to the State. The signal is located half way between the I-84 west bound ramp terminal and Franklin Road, which are both signalized. Jacksons/Texaco built a convenience store in the southwest corner of the Magic View/SH-55 intersection and in November 1996 was issued a permit to construct a sidewalk south of Magic View on SH-55. Discussions have been held with developers to the east of St. Luke to access SH-55 using the St. Lukes entrance and an access onto Franklin Road. This development and access is not yet resolved. Chevron now has applied to construct a convenience store and hotel adjacent to SH-55 north of Magic View Drive, and as part of the approval, ACHD is requiring Chevron to construct a new street along the north side of the property to line up with the St. Lukes signal and Allen Street. This would allow all future development to the west to access SH-55 at the existing signal. The adjacent residential

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property owners to the north of the new street and Jacksons object to this and want the signal relocated to Magic View Drive. Cost to ITD and ACHD could be \$90,000 to \$100,000.

The St. Lukes signal at its present location is an ideal location to effectively move traffic on SH-55. Relocating to the south could cause conflicts with the ramp terminal and would lessen the progression of traffic platoons on SH-55. Assistant District 3 Engineer Jeff Miles said there are significant concerns that need to be addressed in the traffic study.

Terry Little, ACHD, expressed a desire to work with the Department on this issue. Jeff Bowes, St. Lukes representative, also indicated a willingness to work with the parties involved. He added that St. Lukes is not opposed to relocating the traffic signal, however, at no cost to the hospital. Steve Brown, representing Eagle Partners LLC, said Meridian is waiting on the zoning application for ACHD and ACHD is waiting for ITD. His client favors relocating the signal.

Chairman Winder asked the applicant to work with the staff on this proposal, to draw conclusions on the traffic study and to determine the impacts of this relocation.

Administrative Right-of-Way Settlements. The joint FHWA-ITD team that has been reviewing administrative right-of-way settlements, presented several recommendations to the Board. District 3 Right-of-Way Supervisor Dan Cantrell said a condemnation specialist was approved on a trial basis earlier this summer, however the team recommends creating a full time position for a condemnation specialist.

Chairman Winder believes the time frame between the appraisal and acquisition is too long. He asked if appraisals are updated or reviewed before acquisition is completed. Right-of-Way staff member Rick Bachmeier reported that appraisals are updated when necessary. Mr. Cantrell believes the new procedures being requested will eliminate the need for that. Chairman Winder asked staff for a presentation on the appraisal procedures. In response to if new appraisals are performed when there is a change in zoning, Mr. Cantrell said yes, another appraisal is usually done. Mary Gray, FHWA said the proposed corridor preservation legislation will improve this process.

Director Bower suggested developing an implementation plan before the recommendations are approved by the Board. The Board members concurred. They congratulated the team members on their accomplishments and thanked them for their extra efforts to improve the administrative right-of-way settlement procedures. (See later minute entry.)

WHEREUPON the Board meeting recessed at 4:35 p.m.

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The Transportation Board meeting reconvened at 8:10 AM at the Transportation Department in Boise on Friday, December 20. All members were present.

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Profiler Results. An efficiency measure combined the profiler, video log, and surface distress programs into one data collection vehicle operated by the Planning Services Section. This Pave Tech Inc. Video Inspection Vehicle was used during this year's data collection cycle for the entire state highway system. Deficient pavement is defined as pavement that is rated as either "poor" or "very poor". This rating is based on the pavement's roughness and cracking. Roughness is measured by the profiler on all state highways each year. The extent of a roadway's cracking is measured through visual inspection. The type, extension, and severity of cracking is recorded on all state highways each year.

Idaho is making significant progress in the reduction of pavement deficiencies on the state highway system, according to Planning Services Manager Pamela Lowe. Pavements on state highways that are considered deficient have declined from 40% in 1992 to 27% in 1996. With ITD's dynamic pavement maintenance, rehabilitation, and reconstruction program, it is anticipated that the pavement deficiencies will continue to decrease to an estimated 14% in 2006.

Chairman Winder asked staff to look at establishing a 10% deficiency goal in a 10-year time frame. Because the districts use this information to prioritize projects, Vice Chairman Mitchell asked if the districts receive the report in time to incorporate the data in the next highway development program update. Director Bower said that is an on-going activity. The pavement management system is looked at year-round.

The Board thanked staff for the informative presentation and congratulated the Department for the positive trend in reducing pavement deficiencies.

Additional Bid. Member Smith made a motion, seconded by Member McClure, to award the contract bid for project STP-NH-F-2390(101), key 4784, US-30/93, Twin Falls County, District 4. Low bidder: DeAtley Company, Inc., Lewiston, Idaho - \$6,477,970.87 or \$6,977,970.87/250 days. The motion passed unopposed.

Work Session - District Funding Allocations. HPM Amick and Pat Raino led a discussion on district funding allocations, and possible allocation variables. The current approach uses allocations as targets and helps support decisions by districts. Additionally, the Board provides a statewide and global view. For two categories in the current program, 1) Interstate and 2) NHS, STP-State, State, and State Restricted, each district was allocated funds based on a formula of lane miles, deficient lane miles, and vehicle miles traveled, with each given 1/3 weight.

Member Combo believes the Board tries to take a statewide approach and attempts to be non-parochial. He thinks the current formula is fair and provides a level playing field. Chairman Winder asked if the revenue collection points can be determined for state fuel tax and registration. If so, he would like staff to consider the revenue information in determining funding allocations and provide that data to the Board for discussion. The Department categorizes bridges on a worst to best list. Member Smith asked if staff could categorize roads in the same manner.

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The Board thanked staff for the presentation and plans to finish this discussion at the next meeting.

Delegation - Local Highway Technical Assistance Council (LHTAC). John Dyer, LHTAC Vice Chairman and Boise County Commissioner, thanked the Board members for the opportunity to meet with them today. He introduced the other LHTAC representatives in attendance: Ralph Little, Canyon Highway District Commissioner; Nile Boyle, Rexburg Mayor; and Mary Chase, Association of Highway Districts. Joe Haynes, LHTAC Administrator, provided a brief background on LHTAC. He would like to work with ITD staff to change the federal-aid funding system for the locals. He would like to phase out the exchange program over a 3-year period. Currently, at the end of the fiscal year, unused Rural and Urban funds are being used by ITD. Mr. Haynes would like to modify this procedure and allow the local entities to move funds amongst themselves to utilize these federal funds. His last concern regards the Bridge Program. The locals have a backlog of bridge replacement projects that they need assistance with. He would like to use Urban and Rural funds on the bridge system.

Mr. Haynes believes good strides are being made in the CMAQ and Enhancement Programs. The Department is working on procedures to streamline these projects, although federal regulations need to be followed. Additionally, Mr. Haynes is working with staff on revising the federal-aid manual and the railroad crossing manual. He concluded by stating his appreciation to Director Bower and the ITD staff for the good, cooperative relationship.

Mr. Haynes was asked for an update on the progress of additions to and deletions from the state highway system. The LHTAC Council approved of Mr. Haynes's involvement in this issue. He has toured the routes in districts 4, 5 and 6 that have been recommended for removal from the state system. He is in the process of obtaining information on the maintenance, pavement, and accident history on each route and will then approach each respective local entity about the road's condition and the possibility of the entity's acquisition of the route. ITD has prepared an agreement for the addition of the Grand View to Mountain Home road to the state highway system that is ready for the local's review and approval.

Member Smith questioned contacts with local officials regarding the removal of SH-7 from the state's system. Because the locals have been inundated with flood-related work in addition to their regular duties, Mr. Haynes has not approached them on this issue yet.

Chairman Winder thanked Mr. Haynes for the information, and the other LHTAC members for their attendance at the meeting. He believes LHTAC is doing a fine job and encouraged them to build a stronger relationship with the Department. Staff was directed to work with Mr. Haynes on the issues relating to federal funding for the locals.

Review of Association of Idaho Cities' (AIC) Proposed Statewide Planning Legislation. The AIC sent the Department a copy of proposed legislation that would amend the Local Land Use Planning Act as follows: 1) create six new regional transportation planning organizations

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(RTPO) to represent local highway jurisdictions in the transportation planning and programming process; 2) authorize ITD to adopt a future acquisitions map; extend land use permit process for local governments from 60 to 90 days; 3) expand local planning and zoning ordinances to allow ITD to review and comment on developments of regional impact; and 4) delete the Idaho Code provision which states that local plans and ordinances shall not apply to "...transportation systems of statewide importance as may be determined by the Idaho Transportation Board."

Transportation Planning Administrator (TPA) Ray Mickelson is pleased with items 2 and 3, as they are identical to ITD's proposed bills, however, in reviewing the proposed legislation, staff identified a number of concerns with the other two items. TPA Mickelson believes the RTPO proposal is premature, as most locals have not developed a comprehensive plan yet. He outlined several other concerns identified in part 1 of the legislation, including a fiscal impact of approximately \$500,000 annually to the Department; ITD has taken action to foster cooperative local transportation planning by instituting six district transportation planners, encouraging multi-jurisdictional transportation cooperation, working with local governments on corridor planning and developing guidelines for local governments to prepare transportation components of comprehensive plans; local governments are already empowered to organize as RTPOs or any combination thereof for cooperative planning; and the proposed RTPO legislation would result in additional layers of involvement which are unnecessary at this time. In the last section, regarding ITD exemption of Local Plans and Ordinances, these concerns were identified: no problems associated with this exemption provision have been identified; this exemption provision is necessary for the Transportation Board and Department to maintain a statewide highway system which is uniform and consistent; that the intent of this legislative provision was to prevent individual local governments from setting their own standards on the state highway system for such things as signing, speed limits, and highway design standards; and the ITD has been and continues to comply with Section 67-6528, Idaho Code which states, "The Idaho Transportation Board shall consult with the local agencies affected specifically on site plans and design of transportation systems within local jurisdictions."

Rexburg Mayor Boyle said he does not support this proposal. The Council of Government in district 6 does not have the staff available, nor does it want to get that involved. Canyon County Highway District Commissioner Little believes comprehensive plans need to be in place first, then maybe the local entities would be ready for the proposed legislation.

Member Smith made a motion directing staff to send the AIC a resolution stating the Transportation Board's opposition to parts 1 and 4 of the proposed statewide planning legislation as written and encouraging the AIC to work with ITD staff on the concerns identified. Member Combo seconded the motion and it passed unopposed.

Future Acquisition Map. Ms. Lowe explained a flow chart detailing the mechanics involved in developing and implementing a future acquisition map. When this proposed legislation is presented to the legislature, Vice Chairman Mitchell suggested explaining what the right-of-way acquisition cost escalations have been to the Department, and to use examples

statewide, not just in the Boise area.

The members thanked Ms. Lowe for the informative presentation.

US-93 Feasibility Study Status Report. Last month, in response to a request by Kim Beames, President, Transition International Inc., to allow for vehicle weights up to 129,000 pounds on US-93 from I-84 south to the Nevada border, staff was directed to perform a feasibility study on this proposal. Since then, staff has met with Mr. Beames on a couple of occasions to discuss this proposal. At the December 10 meeting, Mr. Beames withdrew the request for a demonstration project which would allow gross vehicle weights up to 129,00 pounds on US-93. This action was based on Union Pacific Railroad Company's opposition to the development of an intermodal ramp facility at Wells, Nevada.

The City of Twin Falls opposed this demonstration project because of the increased weights through the city, according to Member Smith. Chairman Winder said the intent of the Intermodal Commercial Freight Task Force was for ITD to consider requests to increase vehicle weights. The Task Force did not approve of a statewide increase to 129,000 pounds, but rather to wait for the federal government or the legislature to change the weight limits.

Right-of-Way Settlement Team (Revisited). As a follow-up to yesterday's discussion on improving the right-of-way settlement process, Member Combo made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Department in concert with the Federal
TB96-98 Highway Administration formed a joint team which has completed a quality
improvement and accountability review of the right-of-way process and legal
settlements relative to acquisition of right-of-way parcels required for projects;
and

WHEREAS, the intent of this review was to evaluate the current process and
determine what could be done to improve the timeliness of settlements and
decrease their cost; and

WHEREAS, the joint team has completed their study of the right-of-way
process and legal settlement of right-of-way parcels and made a presentation to
the Transportation Board and staff calling for the implementation of expedited
time frames and schedules for the acquisition of right-of-way by District offices,
Right-of-Way and the Legal Section using a coordinated team effort among
these functions; and

WHEREAS, the Board recognizes the recommendations made by the joint team
have the potential to address the areas of concern that were identified and is
most appreciative of the work accomplished by the joint team and their taking
on a task of significant importance to the Board and the Department.

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NOW THEREFORE BE IT RESOLVED, that the Transportation Board instructs the Department and staff to establish an implementation plan and schedule that recognizes the joint team's concepts and which will accomplish this in an expeditious manner and report to the Board prior to implementation.

Executive Session on Legal and Personnel Issues, Sections 67-2345(f), and 67-245(h), Idaho Code. At 11:50 AM, Vice Chairman Mitchell made a motion, seconded by Member McClure, to meet in executive session to discuss legal and personnel issues with DAG Parry. The motion passed unanimously.

The Board came out of executive session at 1:05 PM. No decisions were made.

Vice Chairman Mitchell left the meeting at this time.

Member Smith made a motion to authorize the director to use his discretion in the settlement of the US-2 case with the Corps of Engineers and S.A. Gonzales Company. Member Miller seconded the motion and it passed unopposed.

Member McClure made a motion to support the City of Boise's demonstration project for a Regio-sprinter commuter train and to reallocate funds from another District 3 project in the STP-Urban or CMAQ Programs, as identified by APA, or possibly Public Transportation Funds, in the amount of \$100,000 for this project. Member Miller seconded the motion and it passed unanimously.

Public Transportation Proposed Legislation. Previously, the Board approved submitting proposed legislation for a \$1.00 fee on all new tire sales to fund public transportation. Since then, the Division of Public Transportation made revisions making the proposed legislation more precise.

Public Transportation Advisory Council (PTAC) Chair General Brooks outlined the suggested allocation of these funds. Earlier this month PTAC approved allocating a flat 6.5% of the funds to each district (or a total of 39%); 42% to the districts based on population; and 19%, including administration, at the Board's discretion. No change is recommended for the allocation of federal funds, based on population.

Member Smith questioned allocating discretionary funds for the Board. Member Combo commented that there may be an expectation for the federal funds to be allocated on this formula also.

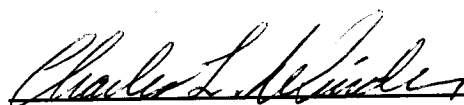
Member Smith made a motion to allocate the public transportation funds on a 50/50 split. After deducting expenses, which are not to exceed 10%, for the Division of Public Transportation, 50% is to be distributed to the Districts based on population and 50% to be equally distributed to each District. Member Combo seconded the motion. Although the Board

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can set this allocation formula, Member Miller stated the legislature can change it. In response to whether the Division can administer the program with 10% of the funds, Division Administrator Larry Falkner responded that it will have to. He added that a distribution recommendation will be presented to the Board at a later date. Director Bower said that no additional staff will be required. The motion passed unanimously.

Old/New Business. Member Miller expressed some concern regarding the Board meetings being taped and the tapes being available to the public upon request. On previous boards that he served on, the tapes were only used by the secretary to compile the minutes. DAG Parry said there is no requirement for the meetings to be taped, however, if the meetings are taped, they are public records and available to the public. He said a policy could be established to have the tapes erased after the minutes are approved the following month. Chairman Winder asked DAG Parry to review this issue.

WHEREUPON, the regular monthly Board meeting officially adjourned at 2:00 PM.



CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
January 21, 1997
Boise, Idaho

December 20, 1996